

Freewheeling

Issue 49 May/June 1988 \$3.00

FITNESS

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WINTER

Home trainers

TRAVEL

Two plan for
three on
world tour

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carnivals
reviewed

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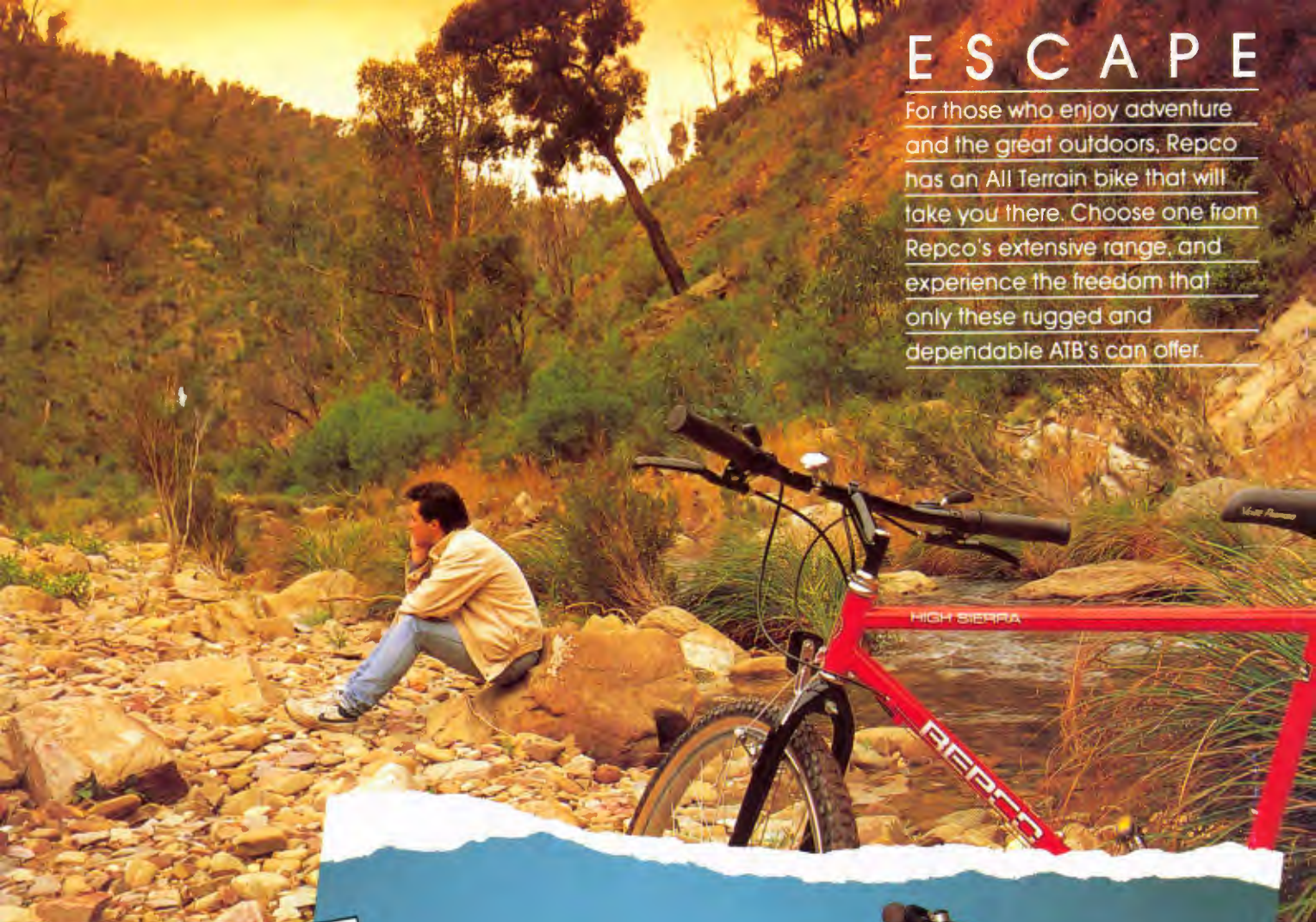
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Freewheeling

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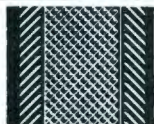





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Warren Salomon

City cycling needs a system

How the bicycle can become a real transportation alternative

AFTER A YEAR or so of lower back problems I am happy to report that I am now back on the bike every day to work. Through one of Sydney's wettest Autumns on record I rode and loved every minute of it. Four things have most helped me rediscover the joys of cycling in Sydney's appalling April monsoon: my Wilderness Expeditions Gore-Tex rain jacket; my Union halogen light set with (battery backup); my mountain bike; and the white lines painted on the roads by Leichhardt Municipal Council.

The first two items I have reviewed in previous issues. They deserve a second plug. Both items are essential equipment for the urban two wheeled commuter. The jacket keeps the top half of my body dry and in warmer months my legs get wet. In winter I will don my Gore Tex over pants and my booties and laugh at the morning commuters shivering at my local bus stop.

The Union halogen light set is the best lighting outfit I have ever used. It has a powerful generator that worked without fault throughout the deluge; a strong halogen headlight – so bright that you can actually SEE the road ahead with it; a good tail light; AND a rechargeable Nicad battery pack to power the lights when the bike is stationary. Its only drawback is its cost (the set retails for over two hundred dollars).

I have always said that there is a huge hole in the bike market world wide for a reliable efficient lighting set that can be permanently fixed to a bike – cars and motorbikes have them. The Union set comes close to my ideal; its a pity about the price.

Unfortunately the Union set is a marketing disaster area. All its items are individually packed and poorly presented. Still it has proper electrical connectors (instead of having to twist copper wires together) and enough spare cable to wire up a tandem. Most dealers are afraid to stock it because they believe that no one in their right mind would want to buy it because of the price tag.

Dealers are not electricians and most prefer to steer clear of generator sets because of the difficulty in wiring them

to work faultlessly. One dealer I know of who has solved this problem uses a soldering iron to ensure electrically sound connections. The ones who have the problems still twist wires together. And so it goes...

The third item of delight in my Autumn riding revival is my mountain bike. The roads in Sydney are continually being dug up for one reason or another so fat tyres are a concession to my ageing vertebra.

My ride to work is about 5 km one way – about the average distance for an urban bicycle journey. As it happens about seventy percent of my journey is along a new marked bicycle route which is part of Leichhardt Council's contribution to the Sydney Inner West Regional Bikeplan.

Like the Union lighting set the Bikeplan is also a marketing disaster area; there have been a lot of bikeplans undertaken in Australia since the Geelong scheme in the late seventies and most of them have been too. Though they all contain good ideas and the very best of intentions the problem is that they fail miserably to present the community with a viable alternative transport system to the present vehicle based mish-mash of overloaded main roads and freeways.

The statement in the Geelong Bikeplan that "all roads are bicycle roads" has become an article of misguided faith in modern planning circles. As a result of this belief planners in the more enlightened of our communities have opted for making **all** roads bicycle safe. My route to the office could just as well be via the city's busiest thoroughfare. Even if this vehicular sewer could be made bicycle safe you wouldn't get me riding on it – no way!

I like to ride for the enjoyment of riding. I prefer to find useful back routes rather than mixing it with the fumes, noise and speeding metal.

When I look at what Melbourne's cyclists will get when their bikeplan is completed I imagine a lot of well designed bits of roads, a few recreational bikepaths and the odd sign post here and there. Sure the upcoming generations will be better educated (I have nothing but the highest praise for all the current efforts in bicycle safety educa-

tion) but where will the adults of tomorrow ride?

My bike route through Glebe and Anandale is terrific when I am riding on it but it is not continuous (it is still incomplete), nobody knows about it and like most attempts at urban cycle routes undertaken in Sydney in the last decade: it ends at the municipal border. Full stop.

So where do we go from here? The NSW State Bicycle Committee is about to embark on a Sydney Bikeplan and with the hindsight benefit of all the regional bikeplans undertaken in the metro area during the past ten years it should be able to make a good job of it. A good job as long as the whole exercise is well marketed.

Good marketing is not about ramming useless products (like bikepaths that come from nowhere and go to nowhere) down the throats of consumers. Good marketing is about responding to the valid needs of the community and then promoting a product that the citizens will use and enjoy.

In Sydney the cyclists have been voicing their needs for years but their voices have been stifled by the massive indifference of institutions like the Department of Main Roads and the Traffic Authority. With the announcement of a Sydney bikeplan the chance that someone will actually listen, understand and act with determination and purpose is very real. It doesn't happen very often these days, so forgive me for not passing up the opportunity to speak up.

Cyclists for years have been crying out for an alternative network to the overcrowded road system. The Bicycle Institute in Sydney has filing cabinets of maps outlining hundreds of routes suggested and used by its members. So if cycling is to play a proper part in the oil-starved nineties then now is the time for the filing cabinets to be reopened and their contents used in a proper attempt at a bicycle transportation system.

Rail commuters have their System; bus, tram and motorists have systems too. So what about the cyclists? Shouldn't they too have a transportation system that works?

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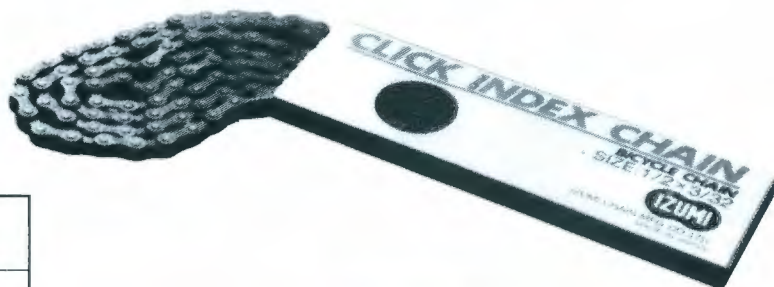
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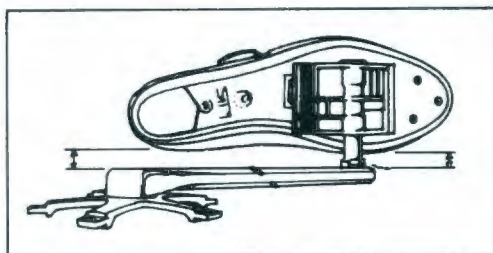
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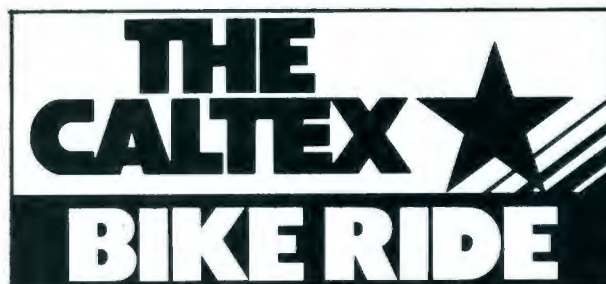
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Sporting bodies agree to truce

A band aid too late for competitive cycling in Oz?

A joint meeting of professional and amateur cycle racing controlling bodies met at the Sheraton Hotel in Melbourne in September 1985 and dissolved the Australian Cycling Federation as it was then constituted. The Federation was the umbrella body that took six years of talks to create. It was also the preferred option of the UCI (the world sanctioning body) to take Australian cycling into the 21st century under a single control – just like the great cycling federations of Europe.

Writing on the demise of the Federation in the November 1985 issue of the magazine, *National Cycling* I stated that it was the worst decision ever taken in Australian cycling.

I am still of that opinion.

Following the dissolution confrontation and recrimination returned to our sport, amateur registrations remained static, whilst professionalism in Australia receded, contrasting a great leap forward of interest in other parts of the world.

Fearing the effects of the ultimate loss of the professional class in Australian cycle racing generally, professional and amateur cycling officials met recently in Shepparton during the Amateur National Championships and agreed to a truce, with a view to ending the stalemate.

Under the truce terms, amateurs will be able to compete in events which carry first prize money of worth no more than \$1000, provided official sanction has been given by both governing bodies. The open format can also operate at a meeting which carries all-up prize money, not exceeding \$1000.

The two bodies will continue to run their own classics as purely amateur or professional events.

The President of the Amateur Cycling Federation, Mr Ray Godkin, said his federation had no objection to an all-open format. But a full merger between the factions was blocked by the professionals.

The President of the Australian Professional Cycling Council, Mr Bill Long argued the two bodies should operate autonomously.

"We have opened it up a lot and what we are looking at is a good compromise", Mr Long said after the meeting.

Mr Godkin said the term pro-am for combined events will be dropped and replaced by 'open'. Sanctioning an open event carrying more than \$1000 would be left to the discretion of governing federal bodies. However, the newly conceived open format would not allow handicap events involving amateur and professional riders.

Mr Godkin said some ground had been made towards open racing with some restriction. For a short period open racing was run in Australia but following disagreement over how much amateurs could win the arrangement was terminated.

It is now too late for bandaid measures. The public and the sponsors demand nothing less than a return to full open racing. While the public and the media continue to regard professionalism as the ultimate level of competition in all sports, cycling as a sport will suffer if professional cycling in Australia ceases to exist.

That would be a pity, for every cyclist should have a right to race as a professional once they are good enough to gain a Number One licence.

Rather than looking for a compromise the meeting should have concentrated on a solution accommodating a retention of a true professional involvement in conformity with UCI rules. That should have happened at the 1985 Sheraton Hotel meeting. It may not be too late now.

The Australian Professional Cycling Council should set about building a true professional class immediately (in Australia that can only be done with amateur support) as it is with any other sport.

Eyes on the West

The significant thing about the 1988 National Championships was the return to competitiveness of Australia's Western States. Cycle racing in West and South Australia was often labelled a "Cinderella" sport, particularly by its more successful and wicked sisters. I don't complain. In some respects they may have been right. But this time the western states had a fairy godmother in the form of Tony Davis (WA) and junior Jason Pearce of South Australia.

Using their bicycles as magic wands they dressed Cinders in a dress that re-



Tony Davis

ally fits, took her to the Shepparton track, and let the people see.

What a transformation! They spearheaded riders from the west to some phenomenal success and advanced the undisputed value of coaching under the guidance and discipline of state based Institutes of Sport.

With the possibility of the 1989 National Titles being held in West Australia on Australia's only mainland indoor velodrome the result was timely.



Harold Johnson

I am saddened to record the death of Harold Johnson. Harold, a popular

NSW cycling stalwart, rode extensively in Europe during what has become known as the Golden Years of Track Cycling.

No details of Harold's death are known as yet but he looked well and happy when I suggested I should take a photograph dressed in one of his T-Shirts from his large collection. Harold kindly pulled on a 1976 version for this 1988 Shepparton shot.

Cycling will be the poorer for his passing.

Olympic team announced

The new independent Australian selection panel of Alex Fulcher, John Hine and AIS coach Charles Walsh lost little time in naming Australia's track cycling

team for the 24th Olympiad to be held in Seoul, South Korea from 17 September to 2nd October this year.

History was made when Sydney cyclist, Julie Speight became the first woman to win selection in an Australian track cycling team. There is only one championship (sprint) for women at the Olympics.

Australian Cycling Federation Executive Director, Martin Whiteley announced the following team arrangements and personnel -

Olympic Track Cycling Team : Robert Burns (AIS); Tony Davis (WA); Brett Dutton (AIS); Wayne McCarney (AIS); Steve McGlede (AIS); Scott McGrory (AIS); Gary Neiwand (AIS); Martin Vinnecombe (NSW); Dean Woods (AIS) and Julie Speight (NSW).

Victorian pursuiter Kathy Watt was named by the selectors to represent Australia at the Women's World Titles after she shattered existing Australian best times for the 3000 m event during the recent National Titles in Shepparton.

World Junior Titles (Denmark) : David Bink (NSW); Mark Kingsland (AIS); Nathan Page (QLD); Jason Pearce (SA); Jamie Rennie (SA) and Tim Willing (WA).

Japanese National Championships: Michael Aisbitt (ACT); David Dew (VIC); Shane Holmes (SA); Gary Madigan (QLD) and Mark Victor (QLD).



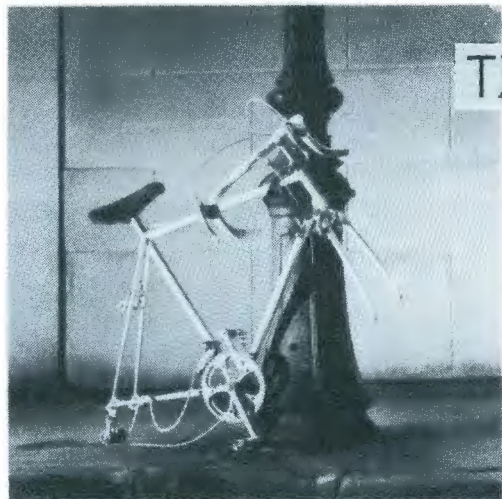
Julie Speight (right) of Sydney made history by becoming the first woman to gain Olympic representation. Photo Jim Forde.

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The World Awheel



Bicentennial penny farthing around Australia

One of the greatest personal achievements of 1988 must certainly be Phil McDonald's epic round Australia ride by Penny Farthing. Phil set out from Melbourne on April 11 and passed through a rainy Sydney on the Anzac Day weekend.

His journey via the coast and Highway One is expected to take five months. He plans to be on the road almost every day and will travel at an average of 120 km per day.

The ride is being held in conjunction with the Rotary Clubs of Australia and Phil is aiming to raise \$1 million for the Polio Plus Programme. All towns with Rotary will of course make quite a fuss, trying to generate as much interest as possible, therefore more dollars for the Polio Plus.

Accompanying Phil on the trip will be two person back-up crew, travelling in a **Budget** executive campervan, and a public relations person travelling one day in front, organising publicity, prior to Phil's arrival.

We've listed Phil's full itinerary (a little late for Easterners) so get out on the street and cheer him when he pedals through your town.

Start Melbourne April 11. April: Waragul 11; Sale 12; Bairnsdale 13; Orbost 14; Genoa 15; Bega 16; Moruya 17; Braidwood 18; Canberra 19; Rest Day 20; Goulburn 20; Wollongong 22; Sydney 23; Sydney (Sun) 24; Gosford 25; Newcastle 26; Bulahdelah 27; Taree 28; Kempsey 29; Coffs Harbour 30. **May:** Grafton (Sun) 1; Ballina 2; Surfers

Paradise 3; Brisbane 4; Rest Day 5; Nambour 6; Gympie 7; Maryborough 8; Bundaberg 9; Miriam Vale 10; Gladstone 11; Rockhampton 12; Marlborough 13; Carmila 14; Mackay (Sun) 15; Rest Day 16; Prosperine 17; Bowen 18; Ayr 19; Townsville 20; Cairns 21; Townsville (Sun) 22; Charter Towers 23; Pentland 24; Hughenden 25; Richmond 26; Nonda 27; Julia Creek 28; Cloncurry (Sun) 29; Mt Isa 30; Yelvertoft H.S. 31. **June:** Camooweal 1; Avon Downs 2; Barry Caves 3; New Roadhouse 4; Frewena Hotel (Sun) 5; Tennant Creek 6; Rest Day 7; Renner Springs 8; Newcastle Waters 9; Daly Waters 10; Larrimah 11; Mataranka (Sun) 12; Katherine 13; Pine Creek 14; Adelaide River 15; Darwin 16; Rest Day 17; Rest Day 18; Willeroo (Sun) 19; Victoria River Crossing 20; Timber Creek 22; Newry 23; Kunanurra 24; Wyndham 25; Dunham River 25; Mabel Downs (Sun) 26; Halls Creek 27; Margaret River 28; Wayside stop 29; Fitzroy Crossing 30. **July:** Paradise outcamp 1; Derby 2; Broome (Sun) 3; Rest Day 4; La Grange 5; Sandfire Flat 6; Pardoo 7; Port Hedland 8; Whim Creek 9; Dampier 10; Fortesque 11; Onslow turnoff 12; Barradale 13; Minilya 14; Carnarvon 15; Rest Day 16; Wooramel (Sun) 17; Billabong R.H. 18; Binu 19; Geraldton 20; Eneabba 21; Cataby 22; Gingin 23; Perth (Sun) 24; Rest Day 25; Pinjarra 26; Bunbury 27; Manjimup 28; Walpole 29; Albany 30; Jerramungup (Sun) 31. **August** Ravensthorpe 1; Munghlinup 2; Esperance 3; Salmon Gums 4; Norseman 5; Balladonia 6; Caiguna (Sun) 7; Cocklebidy 8; Madura 9; Mundrabilla 10; Eucla 11; Nullabor 12; Yalata R.H. 13; Penong (Sun) 14; Ceduna 15; Poochera 16; Wudinna 17; Kimba 18; Port Augusta 19; Port Pirie 20; Port Wakefield (Sun) 21; Adelaide 22; Rest Day 23; Tailem Bend 24; Keith 25; Naracoorte 26; Mt Gambier 27; Portland (Sun) 28; Warrnambool 29; Colac 30; Geelong 31; **Finish - Melbourne September 1. Well done Phil!**

Infants helmet Standard

A draft helmet Standard has been produced to cater for small children carried on the backs of bicycles. The Standard when completed will be known as AS2063.4 and provides ultra lightweight protection for kids up to 4 years (or 18 kg in weight).

The main difference between the draft standard and the other AS2063 standards is that the helmet is not required to have a hard shell nor pass a penetration test. This should enable the production of very light helmets. On the other hand the impact tests are more stringent than those for adult helmets and the size of the helmets is required to cover the temples and parts of the neck area.

Other differences in the infant helmet Standard are the requirement for softer strapping and requirements for ventilation. Initial reaction to the draft standard has been favourable and it is expected the finalised Standard should be in place later in the year.

"Y" Bicentennial bicycle parade

It may seem hard to believe, but 100 years ago there were few organised recreational activities for young working women in Sydney.

Today virtually every suburb offers some form of sporting activity for women — from squash, tennis, netball to aerobics classes, said Anne Davey, Promotions Officer at the Sydney YWCA. It is hard to imagine a time when working women in Sydney had nowhere to go in their free time.

Respectable cafeterias and meeting rooms, not to mention organised sports, were non-existent when the YWCA set up in Sydney, and its Cycling Club was one of the first groups which provided women with exercise and friendship.

One hundred years later the YWCA recently held a ride from Centennial Park to the YWCA's current building in Wentworth Avenue to commemorate the founding of the club. Cyclists wore



period costume, and tucked into a splendid traditional afternoon tea at the YWCA cafeteria at the end of the event.

Sundowner 88

Plans are already underway for the 1988 Sundowner Road Race, to run in July. Last year 182 riders from all over NSW participated; an increase of nearly 100% on the last 2 years. The Sundowner is a handicap event run between Coonabarabran and Gunnedah.

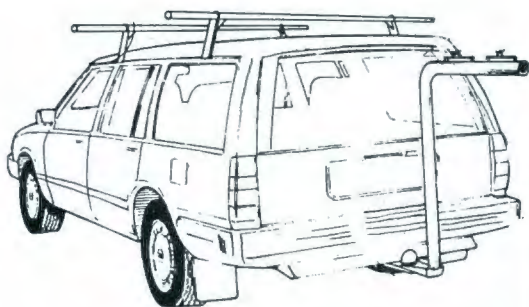
The 107 km event, staged by the Gunnedah Amateur Cycling Club, has grown in size from 12 riders in the first race. It is now one of the better known cycling events on the North West NSW calendar and attracts riders from all over NSW as well as interstate.

Last year's Sundowner was won by Robert Daly of Coffs Harbour. After a great ride he said, "It was the hardest work I'd done for a long time, but it was by far my best win in many years."

There is something about the Sundowner that makes it special. The riders having been in it once say its a great race and that they enjoyed the challenging course. They're always back the next year with friends to enter as well.

Last year prizes were awarded for the top 10 places as well as for Womens, Veterans, Juniors and some surprises like the hairiest legs (won by Bob Mason) and the best club (Illawarra) which entered 20 riders in the race.

In 1988 the club's aim is to make the Sundowner the biggest and best road race in NSW or even Australia. For information on the Sundowner contact: Ken Hocking Publicity Officer, Gunnedah Cycle Club, PO Box 618 Gunnedah 2380 NSW.



Bicycle carrier on cars: Qld ruling

The Queensland Department of Transport has recently published guidelines on car racks and accessories. The Department has ruled that tow bar mounted bicycle carrier racks must be removed when not in use. The rack and bicycles in the carrier must not obscure any compulsory lighting or number plate when in use. The new ruling is expected to create some difficulties for owners of cars with number plates mounted higher up on the body of the vehicle. Further information can be obtained from the Department by phoning (07) 253 4851.



Cyclists get the green light in Newcastle

New diamond shape road markings, indicating the most sensitive sections of traffic detection mechanisms are being provided for cyclists in Newcastle at some intersections.

Traffic detention loops are metal sensitive detectors located under the surface of the road. They are used at signalised traffic intersections to trigger the lights to change and allow road users to cross safely.

Cyclists have a frustrating time when traffic signals remain red because the detection loops have not registered their presence and signalled the lights to change.

The new diamond shape markings indicating the sensitive areas of the traffic detention loops have been installed by the Department of Main Roads (Hunter Valley Division) at five locations in the Newcastle area as pilot programme.

Round the World Cycling

Richard Aaron, a Canadian writer researching a book about round-the-world cyclists, would like to make contact with people who have made the journey or know of friends who may have. The more incredible the tale the better. He is specially interested in superlatives and special themes: fastest, furthest, youngest, oldest, richest, disabled, most sponsored, largest group, charities and other purposes, most countries visited. Odd facts, insights, books, newspapers and magazine clippings, photos, momentous, recollections, statistics, names and addresses are all most welcomed.

Come to think of it we at *Freewheeling* would like to know if there are any of our Aussie readers who have made such a journey. In this issue we have a story of one such journey by a French couple but don't know if any of our own people have ever done The Ultimate OS Trip. Let us know.

Richard Aaron's address is: Round the World Cyclists Registry, PO Box 1065, Station 'A', Toronto, Ontario, M5W 1G6 Canada.

Friendship Ride - keeps on rolling

The Bicentennial Friendship Ride between Britain and Australia was such a success that more rides are being planned. The organiser, Stan Jackson, says that another ride is being planned for 1988 between Perth and Sydney for the special purpose of promoting relations with our Asian neighbours.

Q. What has Munich got in common with Sydney?

A. A wet reception for the Australian Friendship Riders. The team is pictured here with their hosts (left) during their stay in the German city. The riders covered 8000 km and only had four days of rain including the 191 mm deluge which greeted them in sodden Sydney.



The aim of the Friendship Australian Neighbours Ride (FAN) is to gather a team of about twenty Aussies and Europeans and another team consisting of cyclists from neighbouring Asian countries and ride to Sydney. FAN is expected to start in Perth about the middle of September and conclude on the east coast at the beginning of December.

Two support vehicles are needed for the trip and riders should be financially self supporting as with the original Friendship Rides. For more information about FAN (non smokers please!) contact the convenor Stan Jackson, 32 Chisolm Avenue, Clareville Beach NSW 2107. Phone (02) 918 6102. FANtastic!

Caltex Ride crosses the border

The bicycle event most likely to grab most attention in 1988 is the Caltex Bicentennial Bike Ride which kicks off from Melbourne on November 26 and arrives in Sydney on December 10.

After three years of planning the stage has been set for the biggest group ride this country has seen. The Caltex ride has been so popular in the past that a limit of three thousand entries has been set for the eleven hundred kilometre journey.

For the first time on an Australian ride a large contingent from overseas is expected. Already two hundred Americans have entered and a total of five hundred are expected to join the ride.

For the Americans it is a chance to visit the land of Mick Dundee and meet *fun loving Australians*. For Australians it is a chance to participate in the bicycle event of the Bicentennial. The bike ride organizers believe the route will overcome the problems of being confined to one State and are aiming at a high participation from the cyclists of New South Wales and the ACT where there have been few opportunities to join a large long distance ride.

Entry forms are now available and Event Director Graham Rebbeck says interest is very strong. "One couple is using the event for their honeymoon," he said. "Carrying the bride over the guy ropes should be a novel experience. Our youngest cyclist so far is eleven and the oldest seventy six so the ride promises plenty of variety amongst the participants."

The route covers Victoria's picturesque LaTrobe Valley, the high plains of the Great Dividing Range and some delightful cycling country between Goulburn and Camden. One of the features of the ride are the three lay days taken at Orbost, Cooma and Canberra. On every day of the ride there are special events planned but on the lay days they include trips to places of interest in those areas.

Cyclists supply their own camping equipment but the entry fee of \$398 includes all meals, camping fees, maps, T

shirts and an extensive back up organisation on the road.

Details can be obtained through Australian Bicycle Events Pty Ltd at Box 200 Pearce Dale, 3912 (059) 786 00 or on the information line in NSW (02) 281 4554.

International cycling team prepares for round Australia marathon

A team of 16 cyclists gathered in Canberra in early May before heading off around Australia for charity, at their own expense.

Called "Cyc-Ram 88" (Cycling around Australia Marathon) their 16,000 km ride is part of this year's "Bike for Bibles" project, which aims at

raising half a million dollars for the Bible Society's Aboriginal support programme and the Overseas Literacy Development Fund for projects in the South Pacific. "Cyc-Ram 88" has been officially endorsed by the Australian Bicentennial Authority.

Following a week of briefing, at the Lakes Carotel Motor Inn, Canberra, the cyclists are following Highway One, accompanied by two brightly painted yellow buses and support personnel. They are stopping at Melbourne (May 14-16), Adelaide (May 24-26), Perth (June 19-21), Darwin (July 28-31), Brisbane (Sept 14-19) and Sydney (Oct 1-5).

The convoy left from the steps of the new Parliament House shortly before it

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was officially opened and will return to the same spot five months later on October 8, together with 500 cyclists who will join them for the grand finale.

The team comprises of riders from the USA (2); the Netherlands (2); Norway (1); Canada (1); Austria (1); UK (1) as well as NSW (1); QLD (2); WA (1); SA (1); VIC (2 which includes an aboriginal woman microbiologist) and four support personnel.

The National Co-ordinator, Bob Forrest of Sydney, will ride with the team from time to time. The annual "Bike for Bibles" event was his brainchild in 1984 when he and his son with another rider raised \$2,000 by riding from Sydney to Melbourne.



Canada exhibits bikes at Expo

One of the features of the Canadian Pavilion at Brisbane's Expo 88 is a display of interesting bicycles and clothing. The Buddy Bike is a revolutionary tandem that seats the riders side by side on a set of mountain bike wheels. It uses less road space than two bicycles and can be stored in the space required for one. The Buddy can be ridden solo and will carry groceries and other items. The Canadians say it is a great bike for romantics.

The Miele Chrono TT 14-speed bicycle is one of several models offered by this company and on display at Expo along with Two Marinoni street bikes and one racing bike. Guiseppi Marinoni produces about 1000 frames a year from his workshop in Montreal. He could double his production and he would still not satisfy demand – but quality is important so this ex pro racer concentrates on craftsmanship not volume. The Tantalus mountain bike has a unique frame design and WheelTech wheels. It offers custom built quality at a factory built price.

Louis Garneau offers the most complete line of bicycle clothing in North America. Three complete outfits are on

display at Expo in the Canadian Pavilion.

Huge volunteer effort

On June 1st 1988, one of the greatest Australian bicycle rides will take place riders commence travelling around the continent for **Bicycle Australia in 88**. The ride is open to all Australians – it is not just a closed event for athletes.

In 1976, 70 riders went from Australia to participate in the Trans America Bicycle Ride as part of the US Bicentenary. As well as their experiences, they brought back the idea of holding a similar event during the Australian Bicentenary. Twelve years on, that dream has become a reality.

Commencing in the tropical dry season, the first group will depart from Cairns along the Cape York Trail, the first leg of the Around Australia Bicycle Trail. Over the next six months, they will be followed by small groups of bicycle riders travelling the 10,838 km route and will take up to seven months to complete the trip.

The ten trails which the riders will follow have been researched carefully and the route selected from quiet back roads, through interesting country towns and scenic places. Very little of the route is on major roads and riders will attempt to experience what it was like when the bicycle was King of the Road.

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The huge amount of organisational effort necessary has all been carried out by volunteers from all cycling associations throughout Australia. This work by experienced bicycle riders will ensure this event runs smoothly and riders have a wonderful time.

If people are interested in joining in, whether for all or part of the ride, they should write for details soon. Bookings are already being accepted and many overseas and Australian riders have made their final plans.

Further information is available from Bicycle Australia, PO Box 1047, Campbelltown NSW 2560 or contact Terry Collins on (046) 27 2186.



Cyclists first to cross World's longest bridge

One of this century's greatest engineering feats, the Great Seto Bridge in Japan, has been attracting attention since construction started nine years ago. This mammoth undertaking is now the longest bridge in the world. It joins Japan's main island of Honshu with Shikoku island.

The bridge was opened on April 10. However, the first flow of traffic planned for April 2 was not cars and trucks, but 6,000 cyclists from all over Japan, pedalling a total distance of 13.1 kilometres, of which 9.37 was over the bridge. The remaining distance was covered over a series of five other bridges to complete the trip. Accompanying this event was a marathon race, followed by an ordinary pedestrians walked the full length of the bridge. Applicants for the journey far exceeded the allowed limit so participants were chosen by lottery.

This was the first time and last time bicycles were allowed on the bridge as it has now been permanently taken over by cars and trucks. Sigh!

Club rides at VFL Park

It looks like Melbourne's cycling community got a leg up on the rest of the country this past summer. In addition to enjoying the best summer weather on record for some time, every Tuesday night saw the Carnegie-Caulfield club sponsor training rides at the giant VFL park. By mid-season they were averaging 200 participants with \$100 to \$150 going out to the winners.

The traffic lanes around the stadium are ideal cycling paths but the real advantage is there are no worries about vehicles or pedestrians getting in the way.

Just how popular is VFL park? When Carnegie-Caulfield started their Tuesday night schedule a few years ago they were running only one group (all grades combined) around a 1 km course on the west side of the stadium. The 87-88 season saw full groups (50+) of grade A through to D on virtually every ride.

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The club now runs the course all the way around the stadium, about a 4 km distance and there are several kilometres of warm-up track available.

Carnegie-Caulfield's VFL park season runs during daylight saving (October through March) so making the races after school or work is not too much of a problem. C and D grades start around 6 pm (they actually start 1/2 lap apart) and race for 1/2 hour plus two laps. They finish and then grades A and B go for one hour plus two laps. The sign-in fee is a very reasonable \$4, especially when you consider how professional it's all run. There are flagmen on each corner, traffic barriers at each intersection, St John's ambulance is ready (just in case) and each rider gets a racing number (bib).

Some really good riders show up every Tuesday to ride A grade, including the likes of Repco's Scott Stewart. That makes it a real workout for the A grade but for C and D grade it's nothing but fun; confirmed by the number of new riders the rides attract each week.

Bike Expo 1988

Bike Expo now in its sixth year moves back to Melbourne to a new venue at the Exhibition building. Expo will kick off with a special trade-only opening night on Thursday September 8 from 6 pm to 10 pm. The show will open to the public on Friday September 9 and will run each day 10 am to 5 pm until closing 5 pm Sunday September 11.

Expo will feature regular bicycle clothing fashion parades this year daily at 2 pm and 7 pm. Expo is being organised and promoted by Bill Long and the Retail Cycle Traders Association Australia.

Expo will once again be held in conjunction with the RCTA's Bike of the Year Awards which will select winners in ten categories: Up to 16" wheels (incl BMX); Juvenile 20" boys or girls; BMX 20" and over; Family; Gents multi geared up to \$600; Gents multi geared up to \$1300; Economy multi geared under \$250; Ladies multi geared over \$250; Mountain bike up to \$600; Mountain bike up to \$1000; and Bike of the Year (open).

Bicycle adventure vacations

WHEN ROSIE Fisher and Peter Hackworth returned to Australia from a six month cycle tour of Britain and Europe they were taken aback at the reaction of friends to their journey. A cycling holiday seemed to them an adventure of great daring. According to Rosie it was all rather flattering but the reality was that going by bike was simply

the cheapest most relaxing way to travel; to really discover new places and people.

They determined there and then to introduce people to the ease and pleasure of cycle touring. They moved to Adelaide and began a two year process of researching and planning. This culminated in the recent formation of Bike Moves (SA) and now they have released their first South Australian Cycling Holidays brochure.

Their holiday tours range from two to eight days and offer a choice of the Barossa and Clare Valleys, Flinders Ranges, Fleurieu Peninsular or Kangaroo Island. Tour fees cover all accom-

modation, transfers, meals, tour guides, support vehicle and of course, bicycles.

Bike Moves bicycles are all ten-speed with low gears and have seats with plenty of padding where it counts. All luggage is transported by support vehicle and the short daily distances ensure that the tours are accessible to all levels of experience, age and fitness.

For experienced riders wanting a holiday on their own Bike Moves also hire their bicycles and stock a large range of touring equipment. Brochures are available from the SA Tourism Office or Peregrine Travel in Adelaide. Bike Moves can be contacted on (08) 271 1854.



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TWO PLAN FOR THREE ON WORLD TOUR

Claude and Francoise Herve are currently cycling through Australia having cycled 85,000 kilometres halfway around the world.

By CLAUDE HERVE as told to WARREN SALOMON

They said that they wanted to share a great adventure and to change their way of life. By setting out on a global bicycle journey they left themselves no other alternative. Now, after literally years on the road they have arrived in Australia with the news that soon they will be three. Francoise is pregnant and their child is expected to be born during the New Zealand portion of their epic journey.

Few people could have imagined when Francoise, a 21 year old interior designer and Claude, 25, an orthopedist, set out from Lyon, France in 1980 where their travels would take them. The world outside the borders of ones own country is a very large place.

When they began their planning they didn't see their journey as a trip or a big holiday, rather, they wanted to see with their own eyes what was happening in the world and to try to share the lives of different kinds of people. This was also why they chose bicycles as their means of transportation.

Claude sums it up with these words: "To journey by bike is a humble and non-aggressive way to get close to people. It's a way of saying that we are passing by with no idea of invasion or conquest but with the simple will to share a bit of their world with them."

The first phase of their adventure took them north as far as western Europe would allow them: a huge loop

up through the low countries and Scandinavia to North Cape at the very top of Norway and back via Germany to Central Europe. From Budapest, Hungary they travelled further south into the Middle East via Yugoslavia, Greece and Turkey.

Baghdad the capital of Iraq was reached a little over one year after their departure from the south of France. Bypassing war-torn Iran they travelled by ship to Karachi in Pakistan and began the Asian leg of their adventure.

Life on the road is not without its dangers. In Thailand during December 1982 (their 24th country) they were held up at gunpoint on a lonely road five hundred kilometres south of Bangkok. Claude has vivid recollections of the incident:

"We were riding along a quiet rural road when two men on a motorcycle overtook us, stopping in our way. They turned and pointed guns at us and motioned to us to leave the main road for a path through fields.

"Suddenly silence. We are afraid. To buy time we fall down with our bicycles. This makes them angry and they hit us with their guns.

"Then, in the distance, we hear the sounds of trucks approaching. As the vehicles come into sight the men put their guns back in their holsters and wait for the trucks to pass.

"They had not allowed for us; for at a crucial moment, we rushed onto the road and blocked the way with our bikes. This forced the trucks to stop and looking around we saw that our attackers had quickly fled.

"Throughout the incident we had remained outwardly calm and controlled but when we realised what had happened to us we both began to tremble uncontrollably".

Travelling makes you more aware of life and the way it is lived in different parts of the globe. You learn to take the good with the bad and they would not change their plans because of one unpleasant incident. The next day would be different and the remainder of their long stay in Thailand was to be without incident.

Before leaving the Thai capital for China, Claude and Francoise visited some friends who worked as doctors in the refugee camps near the Thai/Cambodian border. They were not prepared for what they found there. The world of war has created these places and to his anguish Claude found out that his friend's camp was in need of orthopedists.

As a result the couple decided to put their journey on hold and stay a while and work in the camps. While Claude taught the camp and hospital workers how to make artificial limbs in a very simple way using local materials Francoise worked with the administration staff.

After a year in the refugee camps and another year back in France visiting family and friends their journey called them back to Asia. On October 1st, 1985, they entered Canton in southern China. In China they planned to ride north west to Lhasa in Tibet. "China doesn't offer any half measures", says Claude. "The beauty of its landscape is undeniable, but its badly dented roads are absolute hell. We were continually surprised by the kindness of Chinese families but the ever present crowds which formed when we stopped soon became difficult to cope with. Everything looked excessive so we had to be patient and model ourselves on the rhythm and customs of the inhabitants.

After pedaling more than 2,000 km in 44 days they arrived in Lhasa on Christmas Day 1985. "Standing in front of the Potala Palace - so majestic and beautiful - it was difficult to understand the mixture of joy, pride and happiness which filled us as a result of our reaching this point in our journey".

From Tibet the couple rode north east back into central China - a land of many surprises. In Qinghai province, north of Tibet, at 5,000 metres above sea level, Francoise danced disco with a young Tibetan girl around a warming stove while Claude looked on eating dry yak



Claude and Françoise on top of the Great Wall of China during their epic journey through Asia.

meat and drinking Tibetan salted tea made from rancid butter and Tsampa (roasted barley flour). Outside the temperature was minus 20 degrees celsius!

In the more densely populated areas the crowds formed at every stop. Westerners are still unknown in most of the interior. "As soon as we would enter a shop it would instantaneously fill with bystanders. Coming back to our bicycles was always a problem and we would have to force our way through several thicknesses of Chinese people. When we ate in restaurants, dozens of eyes would watch us closely down to the smallest detail of our movements. We wondered if the word 'alone' exists in their language!"

Nine months and 11,000 km later the Herves arrived in Shanghai from there they flew to Japan another strangely different world. Now

everything was colourful, new and modern.

"Prices in Japan were very high. What a surprise! We were not accustomed to that. It is one of the most expensive countries in the world. Economic progress has made the Yen so strong that it was too high for us. Coming from China the shock was momentous. Fortunately we were able to sell some photographs and articles to Japanese magazines, so we were able to finance a six month stay in Japan.

Back in Tokyo after struggling through the rugged mountain passes of central Honshu it was maintenance time for the bikes. Every 15,000 km they would replace the transmissions – triple front chain wheels, chain and freewheel. Tyres were not always easy to come by as they used a mainly European size: 26 x 1 1/2 (650B). Fortunately the French tyre company Michelin had an office in Tokyo and they were able to replace their worn tyres before setting out to island hop to Australia.

Mechanical difficulties are all part of long distance touring. The Herves used

pannier racks made from steel not aluminum as it was always easy to have them welded when they broke. "We didn't break many parts because we ride at a steady rhythm and don't race.

"Françoise's rear derailleur broke in South China. At this time we didn't have a spare. We went to a very big bicycle factory for help. To our amazement they designed the broken part and in two days made a new one. Five engineers looked over our bicycles. In China they only have bicycles without gears.

"Elsewhere in China a front fork broke on one of our machines. A man welded it and said it would last us for two hundred kilometres. It ended up lasting for 20,000 kilometres until Jakarta where we picked up a new one shipped out from France.

From Japan Claude and Françoise cycled through the Taiwan before travelling by ship to the Philippines. From there they flew south to Kota Kinabalu in Sabah on Borneo island. By bike they rode across Sabah, Brunei, Sarawak and a bit of Kalimantan. To do this they had to be fit and strong as the road was not

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JAPAN

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Trail Breaker I



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18 speed SIS-MTB CrMo frame
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Prairie Breaker -
Team Issue



18 speed SIS-MTB CrMo paraframe,
new Deore.

Sport



12 speed SIS sport, alloy cranks,
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Custom
Sport



12 speed SIS

18 speed SIS-MTB CrMo paraframe,
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completely finished and some bridges were still missing.

They were astonished by Brunei and its wealth; by the Sultan's palace with its gold roof – the biggest in the world. Brunei is an oil rich country; to produce their own meat they bought a pastoral property in Australia, bigger than their own country! Recently they reduced their oil production because they have too much money. Few countries have this type of problem.

Island hopping through Java, Bali and Timor they eventually arrive Darwin in November 1987. Australia marks a return to the Western World.

"After a few days in the Northern Territory capital we set off for Townsville carrying 20 litres of water. November is the onset of the monsoon season so it is not the best time of the year to do such a trip. Unfortunately we can't always choose the season.

"In three weeks we pedaled 2,800 km. This part of our journey is enjoyable because it is what we had expected from Australia, great wide open spaces with nothing in between. The heat is not as strong as it was in the Philippines nor in Pakistan. However we had to carry much more food and water than usual as towns were far apart.

"We didn't meet many people along the road and we were surprised that no

one ever stopped to ask if we needed anything. This is the first country where that's happened. In Norway, Germany, Iraq, Pakistan, Japan and so on... always people had stopped and helped us. A glass of water or even a smile or a few words are wonderful when you cycle under a blazing sun.

"People in the towns told us that this is the Australian way. Nobody cares about others. It's a pity! The same people told us not to camp along the roads; it's not safe they say. But where else can we camp when there is nothing for miles. Australia, we feel, is a very safe country except when you are cycling on the busy highways! Perhaps the people watch too much television and read the newspapers which feed on the morbid detail of horror stories.

"Road train drivers were kind to us. They looked out for us, slowed down and overtook us with a lot of space. It was not always the case with cars.

"What a fantastic enjoyment to see and hear so many different and colourful birds. We have seen only a few kangaroos, even cycling very early in the morning or in late evening but there were always dozens of dead animals, victims of the traffic, kangaroos as well as cows, or wild pigs littering the roads. The smell was not enjoyable and there were always thousands of flies around the carcasses.

"Some of the flies hitched lifts with us and we unwillingly carried them for kilometres. They specially like the smell of our sweat and tried to fly into our eyes and nostrils. Horrible insects. To have our lunch in peace we would often put up our mosquito net. As we neared the East Coast they disappeared.

"For two thousand kilometres we were lucky to have favourable winds pushing us on. After Julia Creek our luck ran out and for the next 5,000 km most of the time we cycled into the breeze.

"On the Eastern coast we meet more people, so began to understand more of this country and it's people. We stayed almost three weeks in Cairns and on the Atherton Tableland. How beautiful was the landscape around the dirt road leading to Cape Tribulation.

"We received a warm welcome from the cyclists of Brisbane. We rode with them and shared our common passion. We spent a week with them and when we left they cycled with us out of town. We will not forget them. They are among the many friends we now have in many countries – without them our trip would not be possible.

"After Brisbane it was easier to find alternative roads and as big trucks took the inland road, our days were quieter.

"Australian people are proud of Sydney and now we understand why. It is an

amazing city; certainly one of the most beautiful in the world. For us traffic is okay compared to Seoul, Baghdad or Bangkok where it was positively dangerous.

"For ever Australia will stay in our memories because it was around Cairns that we conceived a future cyclist. Our child will certainly be born in New Zealand. We will then have to adjust our trip to another new situation.

"We are not different to anyone else, but we have learnt something of the power of determination. Our journey has taught us, at least, how much is possible. It is not easy and requires tremendous effort at times, often fighting against our own softer instincts as we struggle to become true captains of our own destinies.

"Trying our best has taught us that it is possible to succeed in the marvelous journey of life, which is not to say that everyone will find true fulfillment by cycling around the world. But happiness is there to be seized and it is often the simplest of things which will provide it. A journey such as ours has afforded us the means for deciding what is important and what is not. Far from becoming blasé about all the splendid things in the world we have found power in the smallest things: a glimmer of a smile can make our hearts sing with joy; and being offered food also means a great deal. Viewed in this way the world suddenly seems to shrink despite the great length of time it may take us to cycle around it."

Technical details

Cyclo-Camping Bicycles: Hand made by Follis in Lyon, France; Frame made from Reynolds tubing; Wheels - 26" x 36 spokes steel rims; Maxicar hubs; Tyres - 26 x 1 1/2 or 650B; Transmission - Stronglight 99 triple front chain wheel & cranks 28/38/50; Shimano pedals; Sedis chain; Simplex derailleur; Maillard freewheel - 5-speeds 16/18/21/24/28; Mafac cantilever brakes; Brooks and Ideal leather saddles; Four big Karrimor Iberian panniers and a canvas handlebar bag for each bicycle. On the back of the bicycle Francoise carries a suitcase and Claude has a big bag with spare tyres and the tent.

Additional equipment: Cotton tent 5.5kg; sleeping bag for two; cotton inner sheet; Gaz stove and parts; First aid kit; toilet case; sewing case; pencil case; tools and spare parts for the bicycle - set of triple front chainwheels, freewheel, front and rear derailleur, spokes, brake blocks, 4 tyres, 4 tubes, chain and many small parts; diaries; books; guide books; maps; small dictionaries; personal papers; shoes; aluminum waterproof suit case for our clothes, film, about 1000 slides (for slide shows to sell); photo albums; press book and much food depending on the country we are in.

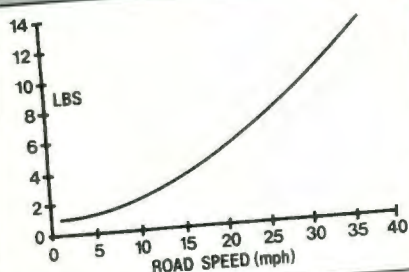
Repairs and maintenance so far: 54 tyres, 23 tubes, 280 punctures, 37 derailleur cables, 30 brake cables, 32 brake blocks 8 chains, 8 freewheels, 6 sets of triple front chain wheels, 6 rear derailleur, 4 front derailleur, 44 spokes, 1 wheel axle, 2 front forks, 2 saddles, one set of panniers, one set of lower luggage racks and new paint for the bicycles.

Trip statistics Distance so far: 86,000 km; Duration - almost 8 years (5 1/2 cycling) through 34 countries; Longest days cycling - 200 km in Thailand; Highest altitude - Xue Gu La Pass in Tibet 5,300 metres; Average speed - 16 km/h; Average distance in one day - 100 km; Weight of each bicycle - 15 kg (with luggage about 70 kg).

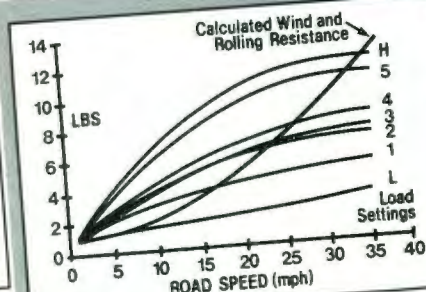
Photography: 2 Canon Cameras AV1; Fujicrome 50 and 100 ASA film. After 8 years already 17,000 slides exposed.

Finances: \$AUS 20,000 savings when leaving France. We spent an average of \$AUS 400 a month for both of us. We now get money by doing slide shows and selling articles and photographs to magazines. We have no sponsors but we get help from many people especially to get discount airfares.

Before You Buy a New Trainer, Make Sure it Can Pass a Physics Course.



All RacerMate trainers match the wind resistance load curve exactly. **



7 drag settings of a typical mag-type trainer as compared to actual wind resistance load curve. Example: from 25-30 MPH the load barely varies, yet actual wind resistance changes drastically. **

There's an unalterable law of physics that rules your cycling. It's called $R = cv^2$. The law of wind resistance.

But the fact is, not many trainers, especially the new mag-types, obey this law.

Perhaps other trainer designers have lost sight of the beginnings of the "wind load" trainers. When RacerMate invented the trainer concept nine years ago, we created trainers which precisely simulated the wind resistance you face on the road. And, according to Ed Burke, Sports Physiologist and former Technical Director of the US Cycling Team, "...accurate wind resistance simulation is essential for the development of cycling-specific muscle stimulus within a rider's cadence range."



At RacerMate, we haven't compromised. Sure, you may hear that mag-type trainers are quieter - but they create the opposite load curve of real life resistance, which no number of drag settings will correct. And, that means you will not be forming muscle habits for the real test - the road.

All RacerMate trainers follow the wind resistance load curve exactly - our PiggyBack and Supra fan trainers, as well as our new super-quiet, computer-aided CompuTrainer, all provide scientifically correct training. That's why we've always published our load curves.

Think about it. If your trainer can't pass a physics course, you won't be passing a road course.

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* Resistance = aerodynamic drag constant x velocity²

** Load curve testing verified by Joseph L. Garbini, Ph.D., Associate Professor, Department of Mechanical Engineering, University of Washington.

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KEEPING FIT - INDOORS

A guide to home trainers and cycling indoors.

by **WARREN SALOMON**

WHEN THE DAYS shorten and it's cold and wet outside an indoor trainer may be the answer to your winter training worries. Up until recently indoor trainers were made for people who didn't ride bikes. These machines were bulky, cumbersome, offered a poor riding position and were more suited to the hyperactive television viewer than the modern day fitness fanatic.

The latest breed of home trainers even offers computer simulated road and track conditions all to make your stationary kilometers more interesting and enjoyable.

With most trainers selling at between \$150 and \$800 it is a good idea to have a look around and decide what type of unit you will need. Because trainers are used indoors the type selected is often

influenced by the amount of space available in the home. Rollers and front-wheel-off wind and mag trainers usually take up more space than the bike itself. This may not be a problem in a spacious suburban house but try fitting one into a small inner city flat or unit.

The Australian market currently offers three basic types of home trainer: conventional rollers; wind or magnetic load trainers to fit a road bike with front wheel removed and the rear wheel mounted type which doesn't require wheels to be removed.

The traditional exerciser machine is currently undergoing a technological overhaul and is discussed briefly at the conclusion of this survey.

How they work

When you slide into the pedals and push off on a long training run you are usually

pushing your machine against a number of opposing physical forces (loads): the wind and gravity - hills - to name but two. In the past rollers have always been used by track racers warm up before and in between events. Their biggest drawback is the lack of loading pressure and for this reason they have never been recommended as part of any serious training program.

Back in the seventies an American company designed a new type of unit which used small fans connected to a small diameter roller to provide a load to the rear wheel of the bike and the modern wind trainer was born. Since then the company, Racer Mate, has been to the forefront of home trainer design and has recently released its Computrainer which links an electronically controlled home trainer unit to a computer program to provide simulated course conditions.

The original Racer Mate design is still the basis for many of the current units on the market. Most consist of a strong frame which accepts an adult sized bike. The front wheel is usually removed and the forks clamped onto an upright. With the bike clamped in this fashion the back wheel runs on a small roller. The bottom bracket is also supported by another upright so that the rear tyre does not bite too deeply into the roller. One or more fan units (depending on the load required) are fixed to the driven roller.

With the bike clamped into the home trainer and the fan blades providing some load it is still possible to develop an unnatural surging pedaling motion.

To overcome this some of the newer types of trainer have weighted flywheels to even out the power applied to the pedals and simulate the normal road action of the bike.

In the last two years a number of companies have been changing their designs from fan to magnetic loading devices. This type of loading device uses a generator like unit to provide load. The benefit with this type of loading mechanism is that it can be controlled mechanically and electronically so it is now possible to simulate indoors road conditions once only found outside.

Getting down to business

Any serious athlete or fitness oriented person will gain some benefit from a regular program on an indoor trainer. During extended periods of wet weather indoor training can be substituted for on-road kilometres provided that you approach your training in a systematic manner. Some athletes use indoor trainers to supplement their on-road training while others use them as a winter substitute.

The biggest disadvantage is boredom. On the road there is always something happening: potholes to dodge; cars to avoid; traffic lights; pedestrians; dogs; and so on. Indoors you can shut out the worries of the world and get into a solid workout provided you have a training plan and some good music.

Trainers are not good for idling away the hours. You need the psychological equivalent of a tailwind to push you along. Firstly you will need variety in both your training program and your music. Trainers can be set for different loads and you can change your bike gears to give you the optimum cadence or pedaling revs. A heart pulse rate monitor is also a good way of evaluating your efforts.

In planning your workouts you should always warm up at low load for about five minutes before properly getting into the session. A good workout should last for at least 30-60 minutes and a cool down period at the end is also advisable.

Aim to spin your pedals at around the 90-100 rpm level. You can add or subtract load easily by changing your bicycle's gears up or down.

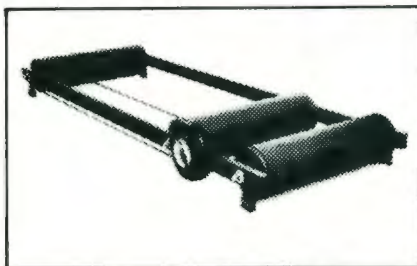
The suggestions above do not represent a complete training program rather, they are intended to provide a general idea as to how a individual indoor training program could be formulated. If you are new to aerobic exercise you should get your doctor's advice on any training you intend to undertake.

Set up the trainer in a well ventilated room and dress lightly as without the wind in your face you will tend to sweat profusely. For this reason it is best to have a towel and drinking water handy. Some wind load trainers accept flexible tube attachments which direct the

breeze upwards and provide a cooling breeze.

Trainers for all

Many of the larger city stores stock at least one or two types of trainers but there are many more. Listed below are the current batch grouped by brand name where possible. All prices are approximate retail and can vary depending on your location. To assist your dealer in tracking down brands we have listed wholesale distributors with each unit.

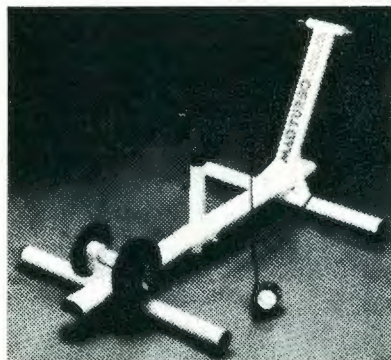


The Tacx rollers will soon be available with mag

Rollers

The Dutch Tacx rollers come in two models. Both have turned plastic drums. The Deluxe model has provision for mounting of optional wind loading fans. It has a stiffer frame and wider supports. Basic model: \$195; Deluxe: \$230; Wind loading kit: \$95. Wholesale: Hanley Trading Pty Ltd.

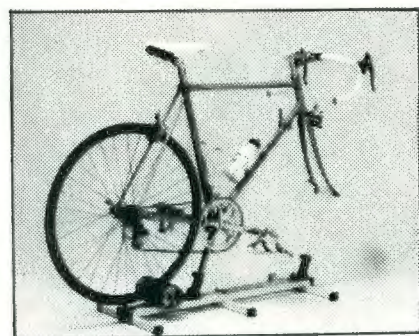
Cobra rollers are a full three piece professional unit with turned aluminum drums. It has wing nuts for quick disassembly and storage. \$240. Wholesale: K W Thompson Pty Ltd.



Minoura Mag Turbo with handlebar controller

Basic wind load trainers

Just about every distributor has a version of the basic wind trainer. Usually it is made in Taiwan and sells for around \$200. This type of trainer has a single longitudinal beam with vertical posts to clamp front forks and bottom bracket. Two exposed fan drums are usually fitted as standard equipment. There may be slight differences in the models listed so check first: Pathfinder, \$189, Hanley Trading Pty Ltd; Rex, \$195, Rex Imports; Supergo, \$145, Bicycle Corporation; Elite Nikki, \$220, K W Thompson Pty Ltd.



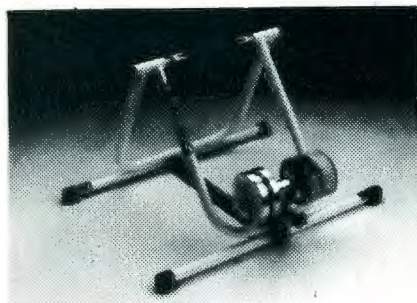
Racer Mate Supra

Racer Mate the company that first introduced the wind load concept has two basic types: the Three in One for \$240 and the Supra for \$200. The Supra is the basic model and features a twin main beam and triple leg design for good stability. Both the Supra and the Three in One have Racer Mate's clampless centering support for the bottom bracket as well as the usual type of post and clamp for the front forks. Twin fans on a stainless steel shaft provide resistance. The Three in One has a flywheel as an extra. Distributor: Biketech.

Other variations of the basic trainer are offered by the Vetta Pro Beam and the Supergo Spyder. The Vetta has an angle beam aluminum construction. The beams are designed to flex and reduce the chance of frame flex. The twin fans spin on sealed bearings and have covers to direct the air flow. \$268, Repco Cycles.

The Supergo Spyder is similar to the standard type except its front post (which supports the front forks of your bike) has an extra two bracing legs for greater stability. \$225, Bicycle Corporation.

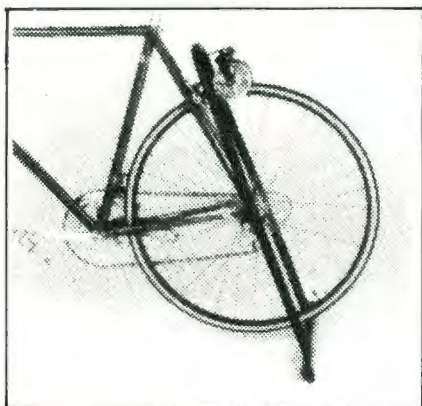
Magnetic loading trainers are beginning to appear. The Minoura Mag Turbo comes in two models: one with a handlebar mounted seven-step controller and the other with the load control on the unit its self. The Mag Turbo with handlebar control costs \$350 and \$276 without. They are both distributed by Repco Cycles.



Blackburn Trak Stand Wind load

Drop-in and fold-up trainers

This category includes a very basic low cost unit as well as the more sophis-



Racer Mate Piggy Back

ticated fold up types. Fold up trainers are excellent for space conscious flat and home unit dwellers or any one who doesn't want an expensive status symbol cluttering up their living room. All types in this category work off the rear wheel (usually supporting the axle) and do not require the front wheel to be removed.

Racer Mate Piggy Back: this unit consists of a frame to support the rear axle (and raise it off the floor) and a wind load unit mounted at the top so that it runs on the tyre at the rear of the brakes. The adjustable legs can be set for soft or hard surfaces. It is easily removed and stored. \$190 Biketech.

Blackburn make two versions of their Trak Stand. These fold-up units clamp the rear wheel into the frame and the rear tyre runs on top of the screw clamp adjusted load unit. The Trak Stand Fan (approx \$250) has a heavy flywheel and two fan units. The Trak Stand Mag has a magnetic load device (with stepless control on the unit) as well as flywheel and sells for approximately \$340. Blackburn Trak Stands are easily folded for compact storage and are distributed by Leisure Bikes.

Minoura also make a fold up rear wheel trainer called the Team Trainer. It has a magnetic load device with seven step control settings. Repco Cycles distribute it and it sells for around \$276.

For the budget conscious the Ricardo Home Trainer is a simple non adjustable unit designed for most types of bicycle. The rear axle is supported by posts and can accommodate wheel sizes down to 41 cm. Repco cycles and Ricardo Cycles sell them for \$57.

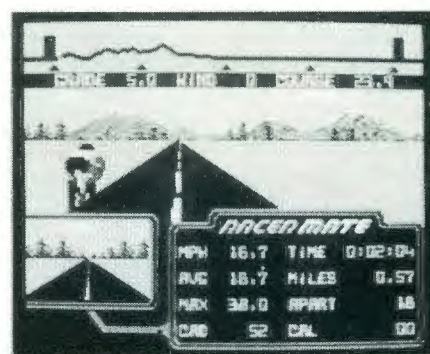
The ultimate video game

The Racer Mate Computrainer has got to be the most amazing training aid for the indoor athlete. The basic unit consists of a conventional standard trainer with an electronically controlled magnetic loading device. An electronic control panel which is fitted to the handlebars enables the user to select from three pre-

programmed courses which offer varying degrees of simulated grade, wind resistance and inertia (momentum from going down hill). With the addition of a computer and Racer Mate software you get an extra five courses plus the advantage of a video display to plot your progress.

The computer simulation offers the choice of racing against the computers rider, another rider on a separate trainer or against your previous performance. The screen display shows the road ahead and the other rider; it's a lot like a video game. It also gives data readings on your progress including distance be-

A detail of the Racer Mate Challenge computer screen. Note the route elevation profile at the top of the display



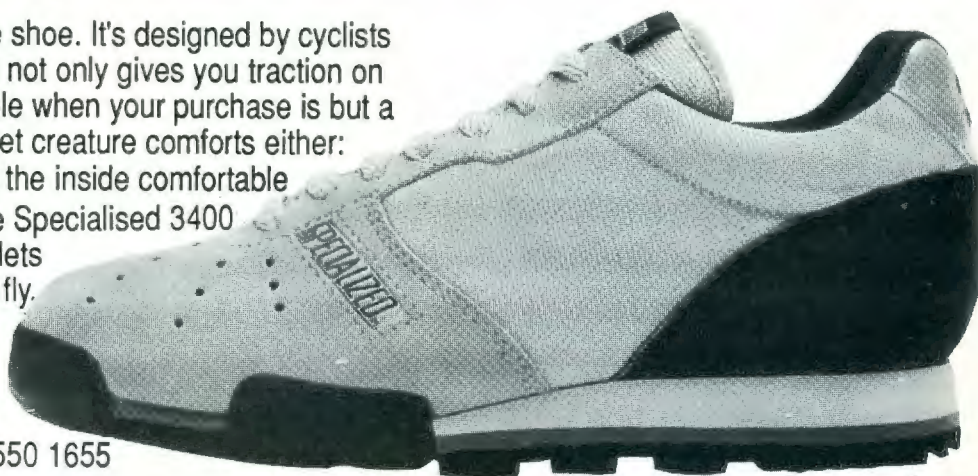
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But the 3400 isn't a compromise shoe. It's designed by cyclists for cyclists. The bi-density outsole not only gives you traction on and off the pedal, it'll still be durable when your purchase is but a distant memory. And we don't forget creature comforts either: a removable sock-liner that keeps the inside comfortable and as beautiful as the outside. The Specialised 3400 The only serious cycling shoe that lets you walk. And gives you license to fly.



Australian Distributor: ATOM: (02) 550 1655



tween riders and the calories you have burned.

Biketech the importers are currently awaiting their first shipment for sale and will be showing the unit to dealers throughout the country during June and July. It is expected that the basic unit (including handlebar control panel) will cost about \$800 and the computer kit (software and cables etc) an additional \$100. Computrainer supports either Commodore 64, 128 or IBM PC compatible computers. Of course the computer is not included in the price.

Exerciser machines

Though this survey is only intended to cover the type of home trainer unit which has to have a bicycle fitted to it there is one stand-alone unit which deserves mention. The Cat Eye Ergociser is a new design exercise machine which has sophisticated electronics controlling a magnetic loading device. The digital readout unit mounted in the centre of the handlebars also has a paper print out.

Before you start your session you enter personal details (weight age etc) and as you pedal it prints out fitness statistics every 30 seconds. Progress is continuously shown and updated on the liquid crystal display. For further information you should contact the distributor Bicycles Incorporated in Sydney.

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Colors: Bright Blue, Starlight Black.

Sizes: 17 1/2", 19 1/2", 21, 23 inches. Speeds: 18.

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STB CHROMOLY FRAME

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CHROMOLY FORK

BIOPACE



SIX DAYS AND SORE MUSCLES

A 6-day ultra-triathlon was run recently in the hills and rivers behind Adelaide.

TO THE AVERAGE person six days of cycling, paddling and running over 550 kilometres is downright crazy – to the winners of the Beneficial Finance Six Day Ultra Triathlon, it was a lot of fun!

But then again this long, tortuous event does not attract the average person.

The Ultra Tri is for people seeking the ultimate physical challenge in endurance and stamina and for people who want to push themselves as far as they can go. And this year there were no exceptions.

It was the second time the event had been staged – this time as part of the Bicentenary.

The event was divided into a number of categories, including an open male category, open female category, veteran male category, veteran female category, four member team and three member relay teams category.

Eighty four athletes, from around Australia, lined up at the start in Victoria Square in the heart of Adelaide on Monday, April 18, at 8.00 am.

The course began with a 160-kilometre cycling leg via Gepps Cross, Gawler and Balaklava to the first overnight stop at Clare. At the camp site after one day the physiotherapy team worked all hours with dozens of aching legs saying – I've had enough!

Day two was just what the athletes felt like – the longest travelling day taking entrants from South Australia's mid north to the local tourist mecca – The Barossa Valley. It was a 6.00 am start for athletes cycling 230 kilometres to Swan Reach through Burra, Robertstown, Eudunda, Truro, Nuriootpa and Angaston.

The third day comprised a 39 kilometre paddle along the River Murray from Swan Reach to Walker's flat. By this stage South Australian, Gary Gillies was well into the lead, winning day one and two in the Open Men's category.

It was this category that then became the highlight of the six day event as the competition continued to grow between three South Australian's – Gillies, Greg Crawford and Brian Scarborough.

On the third day, the beginning of the paddling section, the Crawford and Scarborough started to narrow the margin between the leaders. But, day four, from Walkers's Flat to Mannum proved to be the most creative of the six days.

The event continued with 36 kilometres along the Murray, yet competitors were faced with the option of an eight kilometre short cut across country from Caurnamont to Teal Flat.

Consequently most competitors took this option and carried their canoes with them on the long stretch between the two riverside towns.

Paddlers were able to use the assistance of home made carrying contraptions during this section, yet all equipment had to be carried in their canoes if entrants were to opt for this portage section.

At the riverbank all sorts of devices came out of the canoes to help competitors, roll, push, or pull their canoes across country.

Day five and the now exhausted athletes began a 72 kilometre run to the finish with an overnight stop at Woodside in the Adelaide Hills.

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But to top it all off the sixth, and final day, involved a 42.2 kilometres marathon from Woodside to Adelaide via Balhannah, Bridgewater, Aldgate and Stirling. The race finished in Victoria Square in Adelaide on Saturday, April 23.

The high level of competition was evident up until the last moment with Greg Crawford winning the Open Men's category six minutes ahead of Brian Scarborough.

Queenslander, Sally Woods, won the Open Women's category, while the Piercy Team from Victoria won the relay category and South Australia's Seaciff Rats won the team Section.

However, in this event the emphasis is not on winning, but on crossing the line.

At the finishing post the applause was just as loud for the fourth, fifth, 10th and 66th (last) person past.

There were no prizes for the winners at the presentation dinner on the Saturday night. However all competitors were able to pull themselves together, forget about their aches and pains and dance the night away to blaring rock and roll music.

The lonely road of the first day on the Beneficial Finance Six Day Ultra Triathlon held recently in South Australia.



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Greg LeMond (La Vie Claire - LOOK - Radar) using an Avocet during his historic victory in the 1986 Tour de France



Right hand button advances the Avocet through its functions

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... from 0 to 999. Reset to 0 by pressing both buttons simultaneously



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Spare Avocet Battery
Spare Avocet Transmitter

YEARS AGO it was just plain hard work. It must be called "fitness" now because most of us have to take a conscious effort to "fit" it into our busy schedules. Work, school, family and friends take their place beside the bicycle and the bicycle doesn't always win!

One way to give your bicycle fitness program a chance is to commute to school or work by bicycle. Before you identify reasons why you can't ride to work, consider the benefits of why you could, and even should commute to work.

For starters, how long does it take you to drive or ride public transport to work? In our larger cities, cycling can sometimes be faster than other forms of transportation. On the average, it takes from 30 to 40 minutes to ride 10 kilometres in city traffic. If you currently spend this time in a car or train, your fitness could benefit greatly by cycling instead.

Does playing race car driver every morning get you to work in a frazzled condition? While some people enjoy such driving, for those of us who can do without it, riding to work can be more relaxing and get you to work in a better state of mind; refreshed and ready to tackle most anything.

Do the pressures of work catch up with you by the time 5 pm rolls around? Studies have shown that physical activities reduce stress. The time spent cycling home can help you unwind and allow you to arrive home in a refreshed mood--- much to everyone's benefit!

Are you a "weekend warrior"? Working Monday to Friday, it's easy to fall into the trap of cycling only on the week-end. If you are a weekend warrior, and have goals of improving your fitness, you need to somehow fit one training session into your busy work week. Cycling to work two days each week can give you those sessions without taking away much, if any, time from other responsibilities.

Perhaps one of the best reasons to commute to work by bicycle is the feeling of accomplishment you get from completing a training session early in the day. Even if you can't ride home because something important comes up or the weather turns foul, at least you've done some riding that day.

By now, you may be considering giving cycle commuting a go. But if you think your distance to work is too great, consider other options. Maybe you can cycle one-way and catch a ride home from a co-worker or on public transportation? Or maybe you have friends who live on a bus route and wouldn't mind if you park your bicycle at their house? Be creative and you may find a way to fit at least two - thirty minute cycling sessions into your work week.



FITNESS AS TRANSPORT

Using your commuting kilometres to develop a training program.

by **CYNDI HOLMES**

Tips for commuters

Test ride your route. The route you drive may not be the best one to ride. Consider alternatives and test ride one or more of them on your day off. Time your test ride so you'll know about how much time to allow yourself on work-days. Don't forget to add about 15 minutes to clean-up and change your clothes.

Check your equipment. Make sure your bike is in good working order. You may want a set of panniers to carry things. A small back pack is good for light items but you risk damage to your spine if you carry heavy loads by this method.

A pair of cycling shorts are more comfortable and will give your body freedom of movement unlike normal street clothes. A set of lights is a necessity if you are riding during the early morning or at night. Consider wearing reflective vests or clothing even during the day.

Plan ahead. Establish a routine and

stick to it. Week end riders can take a rest on Monday and drive to work, bringing clothes, toiletries and maybe lunches for the days they'll ride to work.

Know how to fix a flat tyre. Carry one or two spare tubes, tyre levers and a patch kit. It's quicker to replace a tube when you get a flat; you can patch the tube at home (or if you get another flat!) Practice taking out your wheels and removing and replacing your tyres once or twice so you'll feel confident in your mechanical abilities on the road, rather than feeling frustrated. With practice and quick release hubs, you should be able to change a tube in less than 10 minutes.

Use your time wisely. If your commuter kilometres are the major portion of the distance you ride, make your time count. Push yourself hard for at least 15 minutes of your ride. Don't take too much time in changing your clothes; use the time saved for extra riding. Take the long way home if you're occasionally able to leave work early.

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THE OTHER SIDE OF THE BLACK STUMP

An easy weekend ride just west of the Blue Mountains

by JULIA THORN

This 122 km circuit ride out of Bathurst on NSW's Central Highlands is over gentle undulating countryside dotted with picturesque farming villages. The roads carry very little traffic. Bathurst is easily reached by car or by train from Sydney.

A TOURIST MAP of the area south of Bathurst shows hundreds possibilities for bicycle tours. There are plenty of villages, many of historical interest, and the contours are less tightly packed than in the neighboring Blue Mountains.

The last weekend in August we set off from Bathurst, bound for Trunkey Creek which lies due south on the Goulburn road. The intention was to ride the 58 kilometres to Trunkey, stay overnight at the Black Stump Hotel, and return to Bathurst via Hobby's Yards and Newbridge, a distance of 64 kilometres. An alternative ride could be done by staying overnight in Trunkey, continuing south through Tuena to Goulburn. This trip would take an extra day.

We chose an excellent weekend for the ride. It was a disgusting wet Saturday morning when we left Sydney, but on the other side of the Dividing Range

the sun was shining and the clouds were blowing southeastwards. A slight tailwind is always welcome.

The first part of the ride followed the railway line through the villages of Perthville and Georges Plains. So far so good – no hills and little traffic. Both villages have picturesque (and run down) pubs.

The long climb started after about 20 kilometres. We were rewarded by fine views towards Lithgow and back towards Bathurst from the plateau. The roads were lined by flowering wattles and the fields were full of the whitest of lambs. It had been raining heavily in the previous week but many of the creeks (flanked by graceful willows) were dry despite this.

We worked up quite an appetite on those hills. One problem was that the little shops marked on our map were not open on Saturday afternoons. We also found the distances shown on road signs to be fairly unreliable, and the downhill stretch into Trunkey (unsealed) came sooner than we expected.

Trunkey is a pretty village (population 50 it says on the sign but we were told it should say 53) set in a narrow valley surrounded by forested hills. There is a pub to stay at and a restaurant which specializes in upside-down Christmases (which means you can have your Christmas dinner in the un-Australian conditions of cold winter weather with log fires at night).

The hotel accommodation is fairly basic – outside toilets and tiny creaking rooms – but it is certainly the centre of activity. In fact the activity continued all night and in the morning those same locals who had been discussing major issues at the bar into the early hours were seen sunning themselves on the porch, beer in hand. We fell asleep listening to them discussing the merits of

The main street of Trunkey south of Bathurst in NSW.

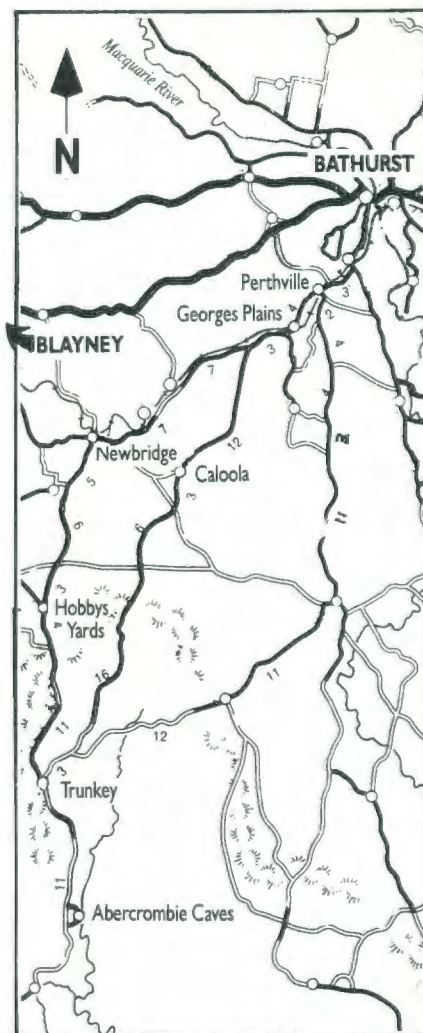
communism and when we awoke the next morning they were still on the same topic with no sign of agreement being reached.

On Sunday we climbed out of Trunkey on the Blayney road, a really peaceful route through woodland and then farmland. The birdlife along this road was prolific and noisy – cockatoos, galahs, rosellas, finches and some vicious magpies which tried their nasty swooping tricks on us.

Between Trunkey and Newbridge we were only passed by about 5 cars. There were no shops or refreshment places until Newbridge, an attractive village of red-brick houses. The craft shop and pub were open so we had a pleasant rest after the steady uphill.

A little way out of Newbridge the descent to the Bathurst Plains begins. There were two wonderful downhill stretches – good for tightening up the leg muscles.

Soon after we rejoined our outward route near Georges Plains. By this time it was drizzling, so we cycled into Bathurst as the deluge began.





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Past and present Aussie World champs get together at the Centenary dinner. Back row: Steele Bishop, Lionel Cox, Graeme French, Ian Brown. Centre row: Kevin Nichols, Gary Sutton, Tony Marchant, Gordon Johnson. Front row: Sid Patterson, Dean Woods, Michael Turtur. Photo: Frank Walsh.

CYCLING CELEBRATES ITS CENTENARY

A week of celebrations in Brisbane commemorates the first Australian championships

by JOHN DRUMMOND and FRANK WALSH

THE AUSTRALIAN Cycling Federation's Centenary of Cycling was organised to celebrate the first national championships held in Melbourne in 1888. The main event in those days was a one mile race on penny farthings and won by Dick Davis of the Norwood club in South Australia.

The 1988 programme was opened by ACF President Ray Godkin in Brisbane's King George Square and the first event – a road race down the freeway to the Gold Coast was sent on its way.

The field of fifty selected riders included many top rated competitors. The World Kilometre champion, Martin Vinicombe was present along with Com-

monwealth Games gold medalist Brett Dutton. Olympic squad members Steve Rooney and Eddie Salas, second placed Aussie rider in the 1987 Commonwealth Bank Cycle Classic, were opposed to Omar Palov, Czechoslovakian top amateur rider and now a professional Tour de France cyclist. Kathleen Shannon, Liz Hepple, members of 7th placed team in the 1987 Womens Tour de France (also in the Olympic squad) were there to mix it with their top male counterparts.

As the cyclists moved out of the city limits the pace increased. Gaps developed and closed, by halfway a group of fifteen developed a break that accelerated into Nerang and onto the finish at Broadbeach. Suddenly two riders Steve Rooney and Eddie Salas exploded from the break and went neck and neck to the finish tape. Eddie shot his arm up on a victory salute by mere centimetres.

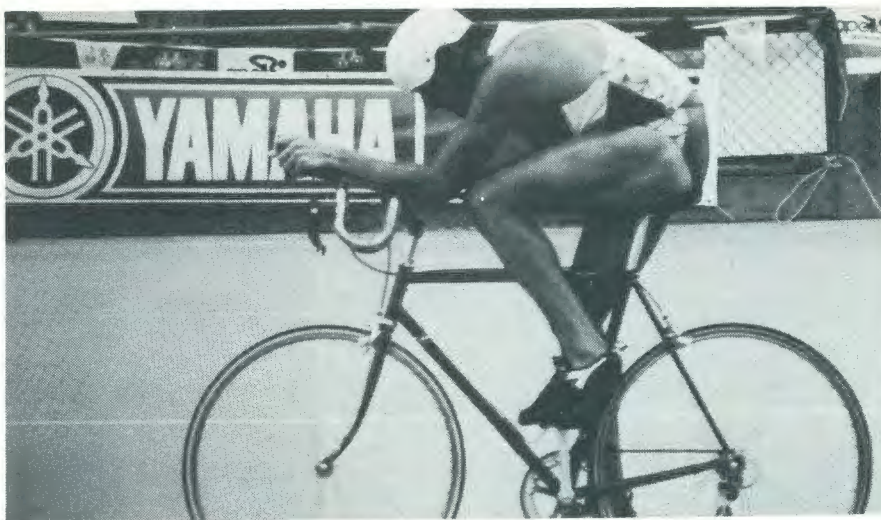
The elite and celebrity triathlon

The Sleeman Sports Complex, at Chandler was the focus for the Mini Triathlon. With the Olympic pool only a stones throw from the cycling velodrome the site was perfect. When the contestants completed their one kilometre still water swim they ran to the track centre, mounted their bicycles, rode out of the velodrome via the tunnel and around the complex for 19 kilometres. They completed the cycle segment with three laps of the velodrome, albeit on the apron of the track, then off their bikes and into running shoes for a 4 kilometre run.

Matthew Braban, a well credentialed triathlete, who was first out of the water, went on to dominate the event. Only 1 minute 33 seconds behind Matthew came Kevin Burwick, who was in Brisbane for the road race and the criterium, had nothing to do on this day so decided to give it a go. He staggered out of the pool in eleventh place. More at ease on the bike than in the water Kev breezed past most of his rivals to finish that leg in third place. He kept the pace during the run and not only surprised the officials, but himself also, by finishing in second place. Ron Acutt finished third one minute and four seconds later.

Mountain bike action

The Shogun Mountain Bike Classic was the first official annual event of this kind. The inclusion of this contest in the Centenary of Cycling programme is evidence of the growing popularity of fat-tired competition. Time trials and observed trials were held on Friday and an



Matthew Braban completes the cycle leg of the Elite and Celebrity Triathlon with three laps around the Chandler velodrome. Matthew lead on each of the triathlon segments.



Enduro race on Saturday. The Repco sponsored National Mountain bike title holder Werner Wohlrab finished overall winner.

Sunshine Coast rider Ian Downing, who finished third in last year's National title at Iron Bark Gully, filled second place with third place going to Anthony Whiteley, from Bardon. Karen Wells and Marjorie Smiler were first and second in the woman's division and Michael Lane topped the field in the observed trials.

Capacity crowd at Cyclorama track meeting

The Chandler stand filled early on Friday night. World champion Martin Vinnecombe, Australia's number one hope for a Gold Medal in the Seoul Olympics would attempt to break the world record for the outdoor flying 1000 metre Time Trial: a discipline at which he is the world's best.

The first Tandem 2000 m Sprint at Chandler featuring former Commonwealth Games Sprint champion Kenrick Tucker, the re-enactment of the 4000m Teams Pursuit Gold Medal win at the Los Angeles Olympics in 1984, a parade of century old costumes and bikes, a cycle ball match and stunts by BMX trick riders, all thrilled the crowd.

Most of the living greats of Australian cycling were present. Sid Patterson World Champion four times and the greatest handicap rider ever, started the

"I hope you know where you're going!" cries Les Sanders as he clings on for dear life behind dual Commonwealth Games sprint champion Kenrick Tucker. They won the 2000 m Tandem Sprint

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President of the ACF Ray Godkin opens the weeks celebrations in Brisbane.

2000 metre invitation handicap, which was won by Marc Frost from Martin Ross and Dean Kelly. Ian Browne and Lionel Cox started the 2000 metre Tandem sprint. Ian rode up front with A. Marchant to win gold in the Gold Medal in the Melbourne Olympics of 1956, and Lionel won Gold riding tandem with the famous Russell Mockridge at the Helsinki Olympics of 1952.

The prime mover on one of the tandem bikes was former Queensland speedster Kenrick Tucker. His partner was Les Sanders. Kenrick, a prolific gold medal winner for over a decade on Australian tracks again thrilled the Brisbane crowd when he piloted the tandem to a win in the first round.

Their rivals, John Navarette and Steve Flack, evened the score in the second contest, but Tucker and Sanders poured on the power to win the series in the third and final run.

Gary Sutton the 1980 Amateur 50k Point Score World Champion in 1980 started the 50 lap Invitation Point Score. Scott McGrory won the event with 15 points over Brett Dutton on 12. Keith Davis was third on 8 points. Scott had been carving a name for himself in the cycling record book since his juvenile years. He holds the National Juvenile 500 metre Indoor Time Trial record set in 1984. In 1986 he established a National Junior Kilometre Time Trial record of 1-06.832 on the Tasmanian indoor circuit. Also in 1986 he scored gold at the Oceania Games. All of which have earned him a scholarship at the Australian Institute of Sport.

The starter for the motor-paced event was Tasmanian Graeme French who won himself a World Championship in his discipline in Copenhagen Denmark in 1956. Scott McGrory was the victor in this event from Keith Davis.

Kenrick Tucker was the guest starter for the match sprint between David Spessot, the New South Wales sprint specialist and Queensland's Sprint Champion Gary Madigan. Madigan was the master winning in two straight heats, albeit narrowly. Both riders could take some comfort from the 200m times of 11.301 and 11.371.

The Kelly brothers Dean and Jamie won the Madison with 30 points. On 19 points were Ross and Phillips second, and Watson and Spessot were third on 18 points. The event was started by former Aussie champ Bill Laurie.

Martin Vinnicombe wound up for his attempt on the world record outdoor flying 1000 metre Time Trial before a

hushed crowd. As he pulled all stops and burst into the 1000 metres the crowd erupted into a crescendo of "go,go,go" in anticipation of success. He stopped the clock at 1-00.162, not fast enough to topple the record of 58.510 set in November 1985 by USA cyclist Rory O'Reilly.

However, Martin's time set a new outdoor record for Australia, another he could add to his three existing National records: Standing Start 1000m Indoor Time Trial (1-05.344) set at Launceston, 11th March 1985; Standing start 1000m Outdoor Time Trial (1-04.781) set at Chandler, 23rd March 1987 and the flying start 1000m Indoor Time Trial (59.350) set at Launceston 14th Feb-

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ruary 1987. So the closest Martin got to the beautiful Toyota Sports car, offered by Motorama if he established a new world record, was a lap of honour waving to his fans through the sun roof.

The womens 15 lap scratch race was won by Kathleen Shannon. Nealle Best and Liz Hepple filled second and third places respectively. The 15 lap Juvenile Division 1 scratch race was won by Danny Day. The programme was completed with a Veterans division point score. Daryl Veale won convincingly with a total of fifteen points, with Geoff Hatcher second on 8 points and John Yorston third with 5 points.

The re-enactment of Australia's return to Olympic Cycling success after a lapse of 28 years, went according to the script. Naturally without the euphoria the excitement was missing but it was replaced with a sense of near reverence. Looking resplendent in the now familiar Australian skin-suits were Kevin Nichols, Mike Tuter, Dean Woods and Brett Dutton standing in for the absent Michael Grenda.

On the opposite side of the track, also looking good in well made replicas of the United States suits stood actors Scott McGrory, Steve Rooney, Scott Watson and Robert Crossley.

Reynolds City Criterium

Amid the noise of skyscraper construction the criterium got off to a late start. The waiting and curious saw some fast and furious bicycle racing for their patience. The ambulance squads were kept busy until the inexperienced mastered the tight corners.

Irrespective, the pressure was applied right from the start. Brett Dutton put

A triumphant Steve Rooney charges out of the peloton to win the Reynolds Criterium in down town Brisbane. Queenslanders Mark Victor and Jamie Kelly took second and third.



space in the field of 50 when he established an early break from the peloton. And it was further shattered when Olympic Gold Medalist Dean Woods took the position of race leadership for 15 laps. However, with 15 laps remaining Dean was back in the peloton where every move was now being covered.

A wall of determined looking cyclists pounded past the GPO to receive bell for the last lap. When they turned into Queen Street for the last time it was anybody's race. Crowding the barricades, Queenslanders Steve Rooney and Mark Victor made a desperate bid to snatch victory from the visiting competitors. Their desperation paid off and

they took first and second respectively. Ex Victorian Jamie Kelly and Keith Davis held on to be third and fourth. Steve Rooney, a 21 year old cyclist riding for Sunny Queen Eggs completed the fifty one-kilometre laps in 1 hour 2 minutes and 28.54 secs.

The Centenary of Cycling dinner

The Sheraton Hotel Grand ballroom was the venue for the Centenary of Cycling dinner, old friends.

The event was hosted by 1956 Olympic Games Bronze medal winner Dick Ploog. He figured that he was selected for the honour by virtue of being the only one of the past heroes able to fit into an Olympic blazer. Dick introduced a host of past World champions, Sid Pat-

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A BICYCLE IS ONLY AS GOOD AS IT IS ASSEMBLED

terson, Jack Hoobin, Graeme French, Gordon Johnson, Steel Bishop and Gary Sutton.

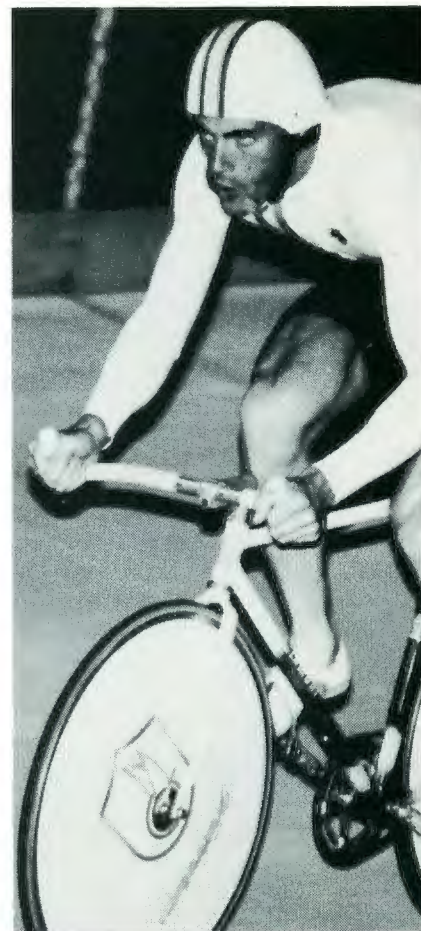
These were followed by past Olympic champions, Lionel Cox, Tony Marchant, Ian Browne, Michael Turtur, Kevin Nichols and Dean Woods.

Unfortunately, the family of Australian cycling greats was not complete. Some had passed on, some too aged to attend, some abroad such as Phil Anderson, Danny Clark, Allan Peiper, John Nicholson. Sir Hubert Opperman sent his greetings on a pre recorded audio tape.

Sunday was another day. For those two-wheeled enthusiasts, who could keep their eyes open without the use of match-sticks and toss a leg over a bicycle seat there was a Cyclethon to have fun. A 37 kilometre ride along the banks of the Brisbane River was part of the Bicentennial programme to raise funds for cycling's Seoul Olympic team.

To commemorate the celebrations a magazine format publication is now on sale in newsagents throughout the country. Profits from the sale of *100 Years of Australian Cycling* will flow to the Australian 1988 Olympic team.

Martin Vinnecombe flies off the bank into his last lap of his attempt at a new outdoor record in the Flying 1000 m Time Trial.



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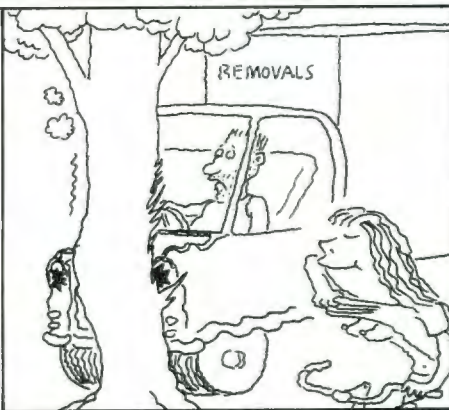
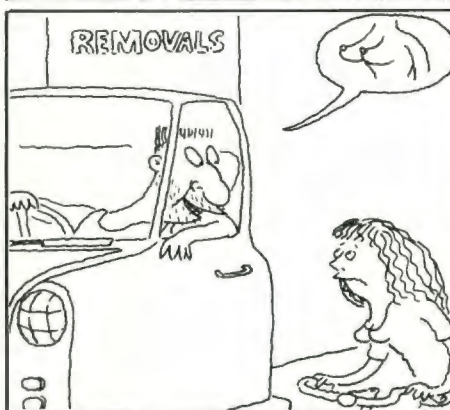
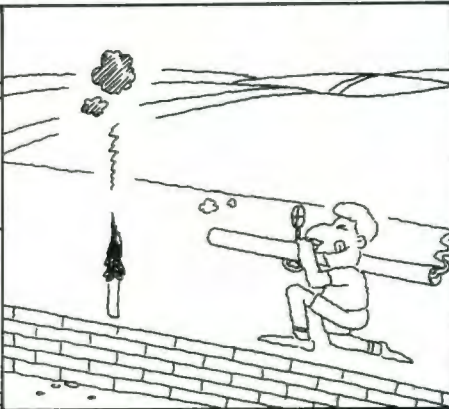
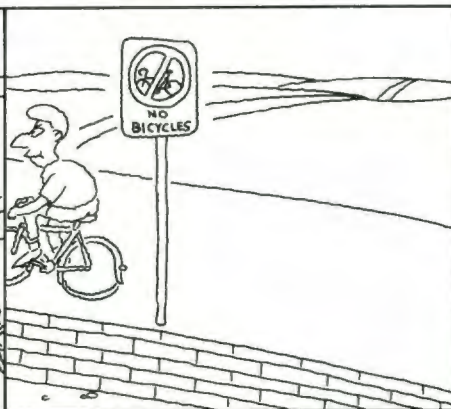
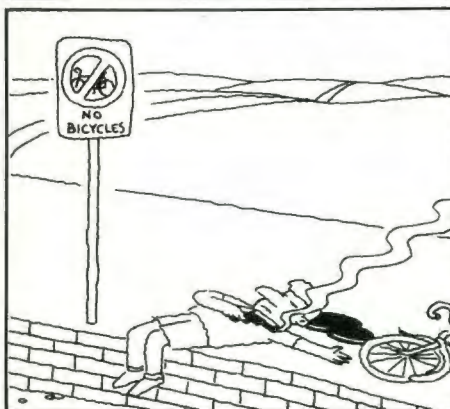
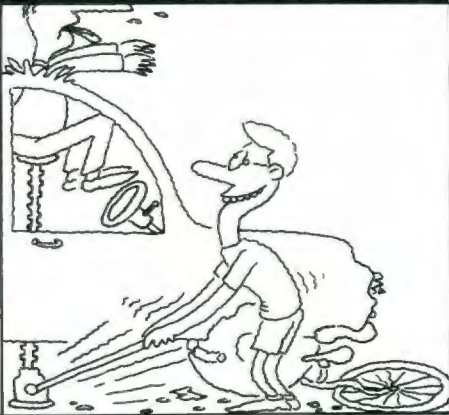
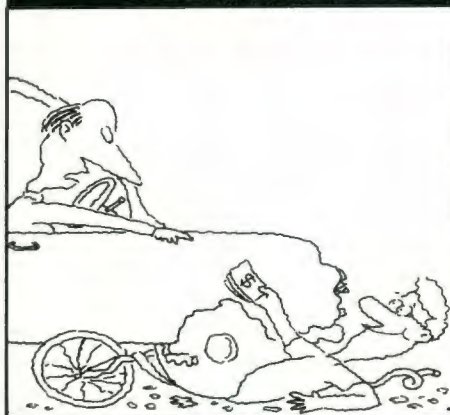
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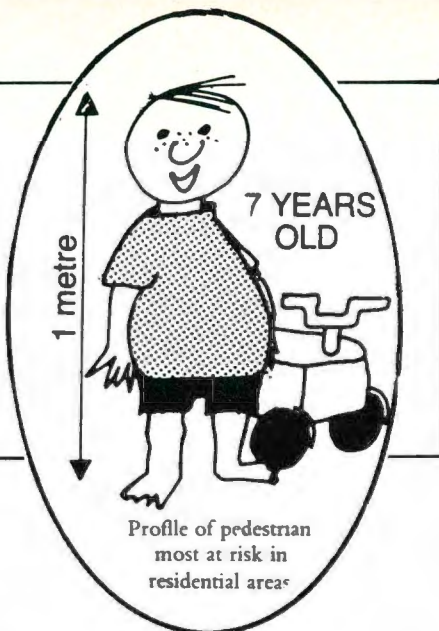
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VICTORIA 1980-84

CHILDRENS CASUALTY ACCIDENTS ON LOCAL ROADS & NON-ARTERIAL ROADS

AGE OF CHILD	% OF ACCIDENTS TO CHILDREN	
	ON FOOT	ON BIKE
0 - 4 years	67%	68%
5 - 11 years	49%	68%
12-16 years	23%	38%
Total 0-16	42%	49%



WHAT ABOUT THE KIDS?

In the 1980's more children are killed and injured by road accidents than other causes

by **ALAN A PARKER**

WE LIVE in a society of risk takers not in a risk taking society. When these risk takers let loose on the nation's roads the victims of their behaviour could be seen to represent the dead and wounded of a medium scale war.

As much as our politicians scramble for the high moral ground the fact remains that the war on our roads continues unabated. In a war fought with guns and bombs it is often the non combatants - the civilians who suffer the most. In our little war on the roads the non combatants are unfortunately our children.

In 1979 Australia was an active participant in the International Year of the Child and during that time an effort was made to make the public more aware that children had basic rights and that Australia was a signatory to the United Nations Declaration of the Rights of the Child.

Even at that time there was no recognition given to the high incidence of child road casualties; a fact of the Australian lifestyle which breached the word and spirit of the UN declaration.

The war on our roads is a hidden war.

In the last nine years there has been an improvement but today the major health risk facing Australian children who have survived childbirth is still road accidents. They are the major cause of death in children over one year, the cause of over half of the deaths of school children, and the major cause of death of young adults.

If the psychological and emotional trauma experienced by families and friends can be measured then the cost to the community is enormous. In medical terms child road accident casualties alone cost the state of Victoria \$80 million each year.

Contrary to common belief that main roads are more dangerous the fact is that most child casualties are caused on quiet suburban streets - often close to the home. The biggest problem is speed. Our existing residential speed limit is far too high because most motorists drive too fast to avoid a child running out on the road. What's more, even cautious non-risk taking motorists driving at or near the normal speed limit can be just as dangerous as the reckless.

The only solution is to apply a speed limit of 40 km/h (25 mph) as they have in most states in the USA and in the Nordic countries.

The most practical way for government to protect children is to recognise that the residential streets are children's territory where they have a right to protection recognised by the traffic laws.

This right to protection is slowly becoming recognised. The Social Development Committee of the Victorian Parliament (SDC 1987) recently studied the problems facing child cyclists and recommended that special protection be provided. The SDC report stated:

As a public health issue, the incidence of child fatalities from transport accidents in general, and child pedestrian and bicyclist accidents in particular, is a national tragedy. Transport accidents are the only cause of child mortality to have increased their rate in this country since the 1920's. In 1985, more Victorian children died as a result of transport accidents than as a result of drowning, suffocation, poisoning, or other external causes (including violence).

The SDC concluded that an essential component of a child safety strategy is a comprehensive set of engineering measures which provide minimum standards of protection for child pedestrians and bicyclists... This reverses the traditional approach... whereby standards of engineering protection for adults are assumed to be adequate for children as well.

It is important that children's rights should not be looked at narrowly but as a public health issue because there is a need to change the law. Human rights of any kind have to be embodied in law for them to be properly recognised.

The SDC Report did recommend lower speed limits combined with local area traffic management measures and hopefully these measures will be implemented.

Most American states have a 25 mph (40 km/h) speed limit on residential streets and access roads. Recent research has shown that a 10% reduction in average speed results in a 40% reduction in fatalities so there is wisdom on the 40 km/h limit.

California's 7 1/2 million cyclists have always been fortunate because the speed limit is 25 mph in the residential and business districts of cities unless "otherwise posted".

We should have such speed limits in Victoria.

As a result of lobbying by the Bicycle Institute an experimental speed trail was set up in Corio a suburb of Geelong as part of the Geelong Bike Plan. The 40 km/h (25mph) trial consisted of having two matched areas - one with speed limit signs and the other as the control area - monitoring both and evaluating the result after 12 months.

What happened during the trial was disturbing: there was an overall increase in traffic speeds. A 6 km/h speed increase took place in the control area but only a 1 km/h decline in speed in the area in which 40 km/h signs had been erected resulting in a total speed difference of 7 km/h.

This may not seem much but the latest research indicates an overall increase in fatalities on residential streets by about one third.

The Corio trial was wrongly judged to be a failure by the Road Traffic Authority of Victoria who ignored the research reported in my book *Safe Cycling* in 1976 showing that accident rates greatly increased with increases in speed. They failed to interpret the results of the experiment in a competent way and made the assumption that the 7 km/h difference was insignificant.

A speed limit trial conducted in Sydney by the Traffic Authority of NSW was a much more reliable and systematic study than the Corio trial. However, it also failed to show how small increases and decreases were significant.

Hopefully it is only a matter of time before the long term accident studies from the Nordic nations, particularly Sweden, are picked up in Australia to support the case for a 40 km/h limit.

The 40 km/h trial in Sydney resulted in a 5 km/h reduction in speeds without any additional enforcement effort. Given technical improvements in vehicle speeding detection systems there is the possibility of much greater speed reductions other than those produced by relying on self-enforcement by motorists.

Indeed there were other favourable aspects of the speed trial and the report states:

The results of the trial showed that community acceptance for 40 km/h speed limits was high and that drivers exposed to the lower speed limits reported that they had slowed down on these roads. These positive attitudes to lower speed limits on local roads were supported by speed surveys which showed a reduction in mean speeds of about 5 km/h in the trial precincts and virtually no change in speeds in the control precincts.

The speed restrictions were greatest in those suburbs where local area traffic management measures were in place and in these places motorists exceeding 60 km/h dropped from 10% to 2%.

These trials are very important because even if parents prohibited their children from cycling they would still have accidents. If parents are persuaded to stop their children riding on the road, they will ride on the footpaths, or around driveways, and in off-road areas just as hazardous, if proper care is not taken.

Even if children are denied the use of bicycles they will vigorously play on foot in residential streets and will be at risk in the case of a "dart out accident" as much as if they were on wheels. To prohibit children from cycling does not necessarily mean saved lives, if the forms of play they choose instead involve falls and collisions, such as skate board riding, or playing games.

The NSW report also gives average figures for the existing speeds on residential streets which are in excess of speed limits. Ninety percent of motorists were travelling faster than 40 km/h and 21% exceeded 60 km/h which is far too fast for avoiding children who run or ride out into the road without warning. The stopping distances for cars show that most motorists are driving too fast.

The right to cross the road in safety is obviously the first requirement of a civilized society. Pedestrians should have the same right as motorists to cross in safety at an intersection. Under Victorian law at present, there are many intersections where motorists can effectively cross but where there is no provision for pedestrians to do so.

According to Dr Chips Sowerwine a former vice president of the Bicycle Institute of Victoria and a long time resident in California we not only need a 40 km/h limit but pedestrians need right of way at residential cross roads as they have in California. Dr Sowerwine

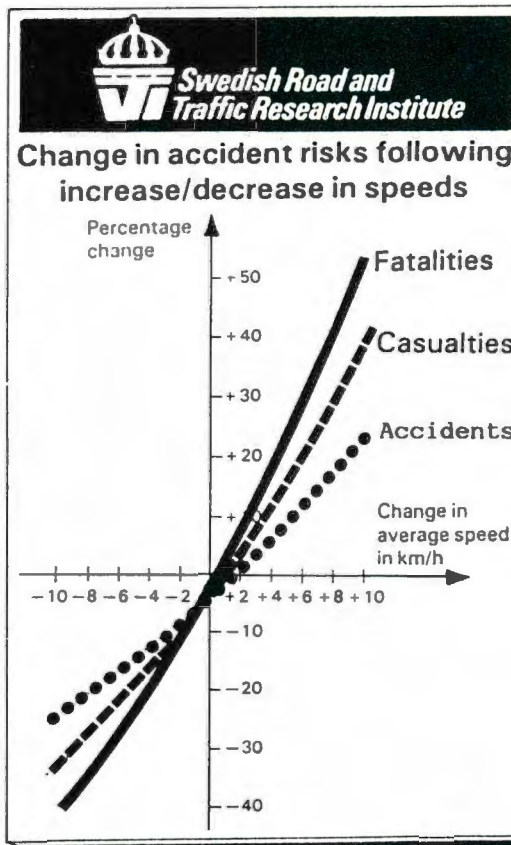
states: "In California, pedestrians have the right of way when crossing at intersections, for every intersection is deemed to have a pedestrian crosswalk, whether marked or not. Pedestrians, moreover, have the right of way at stop signs. Under California law, the stop sign entails the obligation to stop before the space used by pedestrians. Giving pedestrians right of way would greatly benefit the very young children who ride on the footpath and cross roads with pedestrians.

Reckless driving on residential streets is something that now becoming socially unacceptable and the Australian attitude will continue to change for the better. In the Nordic countries of Norway, Sweden and Finland even more comprehensive speed limits have been proposed than those in the American states.

From time to time over the last ten years the Bicycle Institutes of Victoria and NSW and the Cyclists Protection Association of South Australia have campaigned for a 40 km/h limit, now is the time for a coordinated effort at national and state level to get some action.

More information for use in your community

The traffic Authority of NSW will send free copies of its report entitled *40 km/h Speed Trials in Sydney* and copies of the Swedish Road and Traffic Research Institute is available from this writer, 50 Stirling St, Footscray VIC 3011. A series of technical papers on speed limits is also being translated from original Norwegian documents.



At the initiative of the National Society for Road Safety, NTF, a publication has been produced briefly describing the relationship between speed and traffic safety.

The diagram is based on experience of increases and reductions in the speed limits in Sweden since the 1960s. It shows that an increase as small as 2 % in the average speed raises the risk of a fatal accident by 10 %. With an increase of 10 km/h, the risk of an accident of any type increases by 20 %, the risk of an accident involving personal injury by 35 % and the risk of a fatal accident by 50 %. These results also agree with investigations made in Finland and the U.S.A among other countries.

Naturally, the absolute risk of a fatal accident is not as great as the risk of an accident with personal injury or an accident of any type. What the diagram shows is how the risks increase and that risk of serious consequences always increases more with increasing speed.

Note that the lines are not perfectly straight. This is why a reduction of 10 % in average speed means that the risk of a fatal accident is reduced by 40 %.

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INSIDE THE CLOSED SOCIETY

**Two new books and
a video present an
in-depth view of the
sport of road racing**

**Reviews by WARREN
SALOMON**

The 1987 Commonwealth Bank Cycle Classic 80 min video, VHS or Beta formats, \$39.95, SBS Marketing; Kings of the Road by Robin Magowan and Graham Watson, Springfield Books, 208 pp hard cover, \$39.95; Cycle Racing by Frank Westell and Ken Evans, Springfield Books, 160 pp hard cover, \$24.95. Springfield Books are distributed in Australia by Capricorn Link Pty Ltd (02) 428 5177.

The bicycle road race is one of the most difficult and illusive of sports — not just for the riders but for its followers as well.

As an ordinary spectator it is impossible to see even a fraction of the action. Even for the media, whose task it is to bring the action into the living rooms of the sporting public, it is a hard act to follow. All of the action happens out on the road. For spectators lining a village High Street the race is often no more than a colourful blur buried in a cavalcade of motorised supporters.

Even if one could have a prefect view of all of the action — say, from a helicopter hovering above — one would still miss most of the detail action below: the cut and thrust of team tactics; the frustrated breakaway attempts and the verbal psychological warfare of a long drawn out battle.

Robin Magowan in his brilliant book on the European pro scene best sums up the problem:

Races are much reported; they are little seen, a time trial or mountain interlude

aside. A photographer strapped onto the back of a motorcycle, may be lucky enough to catch an incident or two in the process of skirting a pack — and his comments are invaluable. A journalist driving ahead in the left lane (the right is reserved for team cars, who of course have precedence) may hear details of the attacks, punctures and so forth on the race radio. But he sees virtually nothing except in the rare case of a breakaway with more than a minutes advantage. At such times one may well believe that the one guaranteed way of not seeing a race is to attempt to follow in a press car.

Even television with its many eyes (cameras) and ears (journalists) has the same difficulty.

One way out is to have a point of access within the peleton; or several such, since the riders themselves can only see what is going on in their immediate vicinity. Acquiring this is difficult because the riders time is acutely circumscribed. They are either in the saddle, or in a car, or in bed. To get them to talk in what time they may have you have to gain their confidence, no easy matter in a closed society.

Reporting a large stage race involves good detective work and the very best sources of information. In the past coverage of an event like the Tour de France has been difficult for the English speaking media and not only due to the language barrier. In the Tour, variously reported as the world's largest sporting event, there is also the national pride at stake. The Europeans, in particular the French, have resisted the internationalisation of the pro race season but in a world of large multinational corporations there is little they can do to stop it.

The rise and rise of the English speaking pro — riders such as Sean Kelly, Stephen Roche, Greg Lemond, Robert Millar and our own Phil Anderson — has made the job of the English speaking journalist a lot easier. This in turn has enabled the story of these epic gladiatorial contests to be told with accuracy throughout Britain, North America and Australia.

Kings of the Road by Magowan and photographer, Graham Watson, presents a detailed view of the European pro scene between the years of 1983 and 1986 with some commentary on the period from 1978 onwards. From a 1988 standpoint the book details one of the most exciting eras of the European season. It is apt that Watson's famous shot of Hinault leading Lemond (wearing the Yellow Jersey) to the finish of the Alpe d'Huez stage of the 1986 Tour de France is used on the dust jacket.

For anyone who has lived through this exciting time this book will provide a reminder of many of its stirring moments. More than that its two hundred or so pages provide solid information



The power of the peloton. Riders in the 1985 Tour de France wind their way through the village of Pont Audemer in Normandy. One of Graham Watson's many excellent colour photographs

for any one wanting an overview of the races, the top riders and the different categories of competition.

Magowan writes with great feeling for his subject. He presents the sport as it is: a business and an athletic obsession. How many times have you heard racers written off as masochists usually by those who have little understanding of the sport. Magowan will have none of that and his interpretation is both informative and poetic and often manages to capture the essential expressions and comments that make this sport unique; like Robert Millar's remark: "No one likes towing a dead fish to the finish only to have it suddenly revive.

Magowan's text, like Graham Watson's superb photography, has the quality of an historic moment lovingly recorded. His profiles of the top riders of the past five years (up to the start of the 1987 season) includes studies of ten of the top roadmen half of them English speakers. The inclusion of Phil Anderson in this impressive line up is significant and provides the essential clues for those of us willing to push aside patriotic hype in order to understand why this rider has had such influence in Europe.

Over half of the pages in this book are devoted to Graham Watson's well-lit colour and dramatic B&W photography. Some of his images can only be described as classics; like the previously mentioned dust jacket shot, the mud-splattered face of Greg Lemond and the curbside shot of Laurent Fignon cooling his feet with Perrier water.

Graham Watson is coincidentally the photographer credited with most of the pictures in *Cycle Racing* a 160 page guide book by ex racer turned journalist Ken Evans and physiotherapist Frank Westell. *Cycle Racing* has taken its time to reach our distant shore (the first edition date is 1985) so Watson's pictures are a little dated but of a high standard all the same.

This book provides an excellent and detailed introduction to the discipline of bicycle racing. The influence of Westell is most evident in the back half of the

book where the more experienced rider will find chapters dealing with training, nutrition, fitness, fatigue, injuries and psychological performance.

The popularity of the triathlon and a more scientific approach to training (especially since the 1984 Olympics) has created an eager new market for training manuals on cycling. Even in Australia, new manuals are beginning to appear: the Australian Cycling Federation now publishes two and Keith Webb has recently brought out his *Aussie Attack* training manual (these will be reviewed in a future issue).

For newcomers to the sport or old hands needing to adopt a more reasoned and scientific approach to training *Cycle Racing* is by far the best illustrated and detailed of all the overseas guides published to date. Spectator enthusiasts new to the tactical battles of a big stage race will also find Evans' chapters on race craft and technique essential reading.

The problems of covering a large stage race outlined by Robin Magowan apply equally to television as to the print media. Even though the cameras are welcomed into these large events and given the box seats it is still difficult for reporters and camera crews to chase the action. Given these limitations and the size of their resources the SBS team covering the 1987 Commonwealth Bank Cycle Classic have done a remarkable job.

SBS have consistently provided a high quality coverage of our largest stage race since its earliest days and during the event provide viewers with a daily roundup of the days action. Each year the best scenes are assembled to make a full length 80 minute record of the full race.

The 1987 edition of the race on video has lots of good action shots (there is a lot of blood as well) packaged into a swiftly moving entertainment which features some impressive video graphics. Because of the relatively minor status of cycling in Australia SBS has opted for a less technical approach which often attempts to explain the subtleties of the action from a distance rather than attempting to extract the essential information from the closed society of the peloton.

In 1987 the Bank Race ran from the Gold Coast in Queensland to Albury on the Victorian border. In all twenty stages were ridden by the top amateurs from home and abroad. Its a long, long race and this year when the event runs from the Gold Coast into Melbourne the organising talent of the Bates Brothers, the endurance of the riders AND the stamina of the viewing public will be tested to the extreme.

In the meantime race fans can sit back and watch highlights of the 1987 race from the comfort of their own homes.



MTB'S UP MOUNT KENYA

**Two loco Yanks and
a crazy Aussie ride
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highest mountain.
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there.**

**by MARTIN WHITELEY with
extracts from GARY
SCHUTT'S diary (in italics).**

THE CRAGGY SUMMIT of Mt Kenya broke through the dense water laden clouds. It was definitely time to reflect and hammer down another Tusker Export Lager. Light Brigade Expeditions, a feral gang of Mountain Biking enthusiasts would be attempting their ascent and descent of Kenya's highest peak.

Bob Day, the only Australian in this troupe of three calculated that it would take a party three days and two nights to get up and back in reasonable condition, and the group packed accordingly. The

Bob day performs a delicate balancing act as he descends the slopes of Africa's Mt Kenya.

leader of the expedition was American Geoff Shutt and the third member was Geoff's girlfriend Wendy Sherman.

We weren't really in peak riding condition but we had managed to squeeze in some hard riding in the Masai Mara and the Northern Frontier District of Kenya beforehand. Nevertheless, we all agreed that after maneuvering the bikes to the summit we would definitely deserve a warm beer or two.

The first eight kilometres from the Naru Moru Park Gate to the Meteorological Station were exhilarating and relatively easy. Over hill and dale the party travelled, stealing glances at the characteristic foliage of the foothills, rich in colour and growth. This pleasantness was not to last long as the mountaineers were confronted with a vertical bog that fortunately the party leader had been warned about.

I had heard the tale of the treacherous bog and had consequently brought with me a pair of bombproof surf booties which allowed me to keep my sand shoes dry and pristine.

After a quick survey of the bog, both Bob and Wendy decided that Geoff should make two trips through the muck. What followed was a painful eye-opening crawl and drag session that

openly invited pain and exhaustion. All three camped that night in the bog in relative comfort although an incoming attack of dysentery would put a damper on the evening.

We awoke to a crisp dawn and splendid weather the following morning and all of us were eager to sample some pasture pounding in the valley which bottlenecks up to Mackinders Camp. As we rode down the dicey trail, mauling the derailleur against boulders and other various impediments, I fantasized about riding flat chat down the vertical bog on our return.

That evening they managed to dodge camping fees, eat a hearty meal of something with chili, and babble aimlessly with the various freaks and neurotic oddballs that frequent Mackinders Camp. Bob suggested that a 3 am start would be required for a successful summit bid, however, after retiring to the tents all three spent an uncomfortable night grappling with severe stomach pains. After little if any sleep the clock struck three o'clock and it was time to get cracking.

A hard wind careened through the valley while adrenalin and anticipation had us motivated, except maybe for Wendy who was looking a little grey around the gills and contemplated dozing for a couple more hours. Leaving Wendy to sleep, Bob and I shrugged, leaned into the wind and headed for the camp barracks and mess to get organised. After saddling up and gulping down some black tea we were joined by a determined Wendy who casually informed us that the tent was executing cartwheels in the howling wind and was headed down the valley. After retrieving the impudent tent we about faced and headed for the intimidating scree slope.

Bob obviously hadn't had his weekly ration of carrots as his poor eyesight lead the party up to American's Camp. After realising the error of his ways the troupe backtracked to the correct trail. The scree's steepness, the awkwardness of the bikes and gear, and grumbling insides took its toll on all three. With enthusiasm waning, the scree slope came to an end.

At the top of the slope we plodded across the rock field into the shelter of the Austrian Hut. I wanted to catch up on some lost sleep but Wendy and Bob said they felt like spring chickens and strode out the hatchway and up the Lunana Trail to the Summit!

If you are fit and feeling very fit, the Lunana Summit is a hard thirty minute slog from the Austrian Hut but if you feel like a jellyfish with a bike on your back, then maybe you'll fall your way uphill, managing a few stomach purges and spills along the way. After the mug shot at the Summit, it was the long awaited descent down Lunana. The bikes durability was impressive and

there were several free-fall crashes: one in particular that measured eight metres and registered zero on the damage scale.

It was a joy to be back in the Austrian Hut celebrating Christmas Day amongst good company. A Welshman and his lady who we had met along the trail slid three plastic packets of Bond Whiskey into our mitts as Christmas morning bubbled along. The prospect of riding down what we had just packmuled up made the coffee taste much better, and after making a toast to Santa's beard we gathered our gear to go for it.

Bob aggressively took off down the slope executing a controlled power slide down the 50 degree incline. (This is not that surprising as Bob made his name in Australia during the inaugural National Mountain Championships when he went head first into the Turon River, but still managed a top 10 placing).

The others followed Bob half heartedly at first but gained confidence every metre. With luck on their side all three made it to the foot of the scree slope without incident.

The foot of the scree arrived too soon so we decided to take a rest and listen to the glacial run off in the water gulches above Mackinders Camp. The serenity of our surroundings was uplifting. Bob and I decided to cool our heels a little longer while Wendy barrelled onward for a warm nap and some hot grub.

The porters at Mackinders were pleased to see the return of the Mountain Bike Party and with the bikes in good condition. Dawn's arrival signalled the final morning on the Mountain and after eating the last of their rations the trio headed for the bog that lay ahead. The bog was the last remaining obstacle between the riders and a warm but inviting beer.

With the experience of the scree slope under our belts, the prospect of riding down the bog seemed less terrifying. Despite this confidence I still managed to hack into a boulder and launch myself over the headset performing the first of many vertical bog headplants. I knew that if I steered clear of boulders all would be well. A series of drop offs inspired me to pull and lift hard to secure maximum air.

A look at Bob Day's diary at this point finds an interesting commentary: *Once off the ground a mountain bike tends to fall back. None as graceful as Geoff's final effort. He lost his grip in mid air toppled backwards and landed softly bruising his buttocks.*

Their antics caught the attention of several camera toting Italian climbers who pointed their video machines at every fall Geoff managed to execute in front of them. After arriving at the end of the bog it was simply a matter of cranking up to the big rings and setting off down the road to Naru Moru Park gate and bidding farewell to Mt Kenya.



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FLOOD RE-ROUTES SIMPSON RACE TO THE ROCK

The 1988 Friends Provident Simpson Desert Challenge

EASTER 1988 will be known as the big washout – the outback had record rains in areas where the second annual Simpson Desert Challenge was due to be held. As we go to press in May some parts of the Simpson are still flooded and Birdsville, where the race was to have ended, was still cleaning up after The Big Wet.

Instead competitors and organisers met at Coober Pedy SA and discussed the alternatives put forward by race organiser Hans Tholstrup. The majority

decision was to hold a race from the SA/NT border, where a dirt road runs along to the west off the Stuart Highway, to Ayers Rock. This road had pools of water on it and apart from the corrugation, was otherwise okay.

Four people decided to ride to the start of the race from Coober Pedy – 2 girls and 2 boys (The Martins and the Landon-Smiths). It is not true that they are all grandparents – but they are married, nearly half a hundred in age – excellent effort.

The rest of the competitors took the rain in great spirit – disappointed, but realising that it gives an excuse to go see and try the Simpson next year.

Yes, there is a demand to try and make the Simpson and as the organisers did not lose money on the 88 event they plan to go back there next year. So get ready for the Simpson in 1989.

The date and details of next years ride will be announced later in the year.

The winner of this years perpetual trophy was Greg Mickle (Fleet Cycles/Spenco (pictured) from West Australia. Greg, who is 4 times West Australian Ironman and last years Californian Ironman completed the course in a total of 13 hours 10 minutes 23 seconds. Greg trained in all conditions (including beach sand) for approximately 35 hours per week for three weeks prior to the race.



Race to the Rock winner Greg Mickle of WA.

His team mate Danny Marriotti came in at 13:10:16. Danny is a road rider and kept to the made roads for most of his race training sessions. Rob Bray came in third on 13.47.17

The Junior category was won by Glen Sharrock 15.05.58 with Andrew Bennett 15.05.59 as runner up.

Toy Martin won the Womens section with 16.14.38 and the Over 40 Years went to Ross Martin on a creditable 13.52.51.

Greg Mickle and his team from Fleet Cycles/Spenco worked hard on their preparation for the event. The technical crew opted for a stripped down Fisher Pro Caliber mountain bike. Araya drilled rims and alloy spokes were even used in the effort to shave grams of the bike's weight. The finished machine weighed in at 24.5 lbs. Greg's gearing set up used 46/34/24 front chainrings and a 15/17/19/21/23/26 rear freewheel.

Cassette hubs were replaced with Sun-Tour sealed bearing Sprint. Spenco gloves were used by both Greg and Danny. The wheels were heavily stressed and glued and they did not move a millimetre over 360 km. The final choice of tyres (given that the route was changed to dirt roads) was Panaracer Fatmax 202. Twenty different types of tyres were used in the pre-race trials.

Fleet Cycles/Spenco provided a full back up team of manager, mechanic and cook for its riders and carried in its 4WD support vehicle a full set of spares and mobile workshop.

Other teams were equally prepared. The Cranks Bikeshop team from Sydney fielded four riders and were supported by a backup crew of five travelling in two 4WD's.

In our next issue we will feature in living colour a detailed account of the Race to the Rock.

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THE TRACK IS BACK

Bicentennial series brings the crowds back to the velodromes

AUSTRALIA DEFEATS THE REST OF THE WORLD

by JOHN DRUMMOND

WET WEATHER failed to keep away big crowds at the 12-meeting Bicentennial track carnival billed as War on Wheels. The series brought together some of the best international amateurs and proved beyond doubt that the public will support modern style structured promotion. The rain, which affected the program at a few venues, highlighted the need for mainland all-weather cycling velodromes.

Spectators at each meeting, held around the eastern part of the country, were treated to a varied program consisting of a Derby, Sprint Challenge, Two-Man Madison Pursuit, Italian Pursuit, Keirin and Ten Kilometre Scratch races. Spectators packed velodromes in Sydney, Albury, Shepparton, Launceston, Melbourne, Rockhampton, Bundaberg, Brisbane, Gold Coast, Grafton and Newcastle prior to a final night in Sydney.

A brilliant night of cycling before a capacity crowd on that final night at Tempe saw the Deluxe Coachlines Australians defeat the Japanese Air Lines World team by a margin of 14 points.

Aussie captain, Martin Vinnicombe 23, of Sydney, was delighted with the win and praised his riders as he accepted the World Cup on behalf of his young team: Graham Seers 29, Sydney; Mark Victor 23, QLD; Tony Davis 23, WA; Gary Madigan 20, QLD; Craig Chapman 21, Newcastle; Michael Kerr 23, Launceston; Stephen Brooks 18, VIC; Warren Doyle 20, Penrith; Darren King

20, Melbourne; and David Spessott 20 Sydney.

The series victory was achieved despite the absence of the talents of the Australian Institute of Sport scholarship holders who are on a strict training programme preparing for the Seoul Olympics later this year.

The team, well led by World Kilometre champion Martin Vinnicombe, gave some good individual performances. Warren Doyle was named Man of the Series with West Australian Tony Davis and the young Sydney stockbroker, David Spessott close behind. In view of the forthcoming Seoul Olympics it will be most interesting to see how these three riders, along with the young Queensland star Gary Madigan, shape up when opposed to the likes of Gary Neiwand. Remember that Spessott broke 11 seconds for the final 200 metres during the fifth Sydney Carnival.

The best of the highly competitive Internationals were the two Italians Silvio Boarin and Andrea Faccini while most of the riders from the other 8 nations showed glimpses of class.

Martin Vinnicombe was restricted by a heavy cold for most of the series. He looked very sick on the postponed fifth meeting in Sydney. Only his loyalty and dedication kept him in the series, but class will show whatever the circumstance, and the world champion led by example before capacity crowds in Newcastle and Sydney when the Australians needed vital points.



An ill looking Martin Vinnicombe awaits his call to action at the postponed Sydney meet. Photo: Jim Forde.

The opening was scheduled for Sydney's Canterbury velodrome (good track but incomplete facilities) on 16th January. It was to be the very first official sporting event of the Bicentennial year. The crowds came from far and wide, but they did not see a War on Wheels, rather a war with the weather. All they got for their money was a rain check when intermittent rain caused the carnival to be postponed.

A decision was eventually made to conduct the postponed Sydney meeting on the following Sunday afternoon on the return from Melbourne en route to Rockhampton. So the opening actually took place in the border town of Albury on Tuesday 19th January in threatening weather conditions. The meeting which followed in Shepparton was so good that the local officials asked the promoters to do it again. On a tight schedule this was impossible and the entourage was bussed to Melbourne for a Bass Strait crossing to Tasmania.

A highly competitive and well supported carnival was conducted in the comfort of Launceston's superb Kate Reed indoor cycling velodrome before returning to Melbourne for battle with the Rest of the World and the interminable wet weather.

Star of the Sydney meeting was David Spessott the NSW sprint champion for the past two years. Competing for the Deluxe Coaches Australians he set the velodrome alight with his speed in the early part of the Round-Robin Sprint.



National 20 kilometre champion Darren King excited the crowds with some spectacular wins in the Deluxe Coachlines International Ten Kilometre Scratch race.

Photo: Frank Walsh.



Gene Samuels from Trinidad & Tobago, winner of the Pan American Kilometre championship in 1984 and 1987 is the holder of 43 national titles. Gene was an impressive performer in the Rest of the World team. Photo: Frank Walsh.



Gary Madigan rode in the Sprint Round Robin at Chandler winning every round before a parochial crowd. Gary is seen here in a stalling stance in one of the many duels with Italian champion Andrea Faccini. Photo: Frank Walsh.

culminating in a brilliant final against British Champion Eddie Alexander. His ride had everything to thrill the hometown crowd including a daytime record-setting 10.94 final 200 metre time.

Spessott was in scintillating form disposing of Italy's Andrea Faccini in the first round and his young Australian team-mate Steven Brooks in the second round to set up the match with Alexander.

He came from behind to down Faccini, the dual Italian sprint champion and bronze and silver medalist at the past two world championships. Spessott matched and beat the experienced Italian in every facet of sprint cycling including a stand-still, to force Faccini to the front, which lasted for three minutes.

Despite Spessott's great win Australia looked like being swamped by the rest of the world but Tony Davis came to the rescue, by leaving Italy's Silvio Boarin struggling in his wake in the first final of the 2000 metre Derby.

Then he scored a brilliant win in the final event, the 10km Scratch race to close the gap to 36-32 for the afternoon's racing.

Thus the teams arrived in Australia's north for the Queensland competitions with the Aussies holding a 24 point lead.

Meetings were held at Rockhampton, Bundaberg, Brisbane, Nerang on the Gold Coast and Grafton in Northern NSW. All were rain threatened or effected, but still the crowds came to fill the venues. It is not saying too much to suggest that the house full signs would

have been up had the usual summer weather prevailed.

The Northern meetings had all had their weather problems and their scuffles, mostly arising in the Keirin as a result of jostling for the prime position behind the pacing motor cycle. A situation expected to continue, given the problems arising from the two teams living in each other's pockets for weeks, and the ever narrowing gap in the world's team favour.

When the cycle show hit Newcastle for the penultimate round the Rest of the World were clinging to a 3 pint lead, gained at the expense of the Australians in the fierce nights of cycling at Nerang, and at Grafton, where the Aussies got rolled 36-24.

The world team riders dominated the Italian pursuits and the Two-Man Madison. This, combined with the tight points position promised a potentially explosive situation. It was expected that the small Newcastle track would worsen the Aussie position and this prompted team captain, Vinnicombe, to state that his riders would not take a back seat if the competition got rough.

The series billed as War on Wheels was looking to be just like that.

The cycling entourage was met at the steeply-banked (five laps to the mile) Broadmeadows velodrome by perfect track cycling conditions and a crowd well prepared for any of the sudden weather changes that have been a feature of the Australian East Coast this summer. However, the only tempestuous display that did occur was the sight of a World champion storming off the

track after being disqualified from his win in the Keirin final for crossing the metre line on two occasions on the final lap.

The Australian captain knowing his team was young and therefore vulnerable, and considering the World team riders had shown greater dominance in the stamina type events decided to lead by example, switching from his usual last position to be third placed rider, and putting in a big three-lap at the front when the pacing motor retired to allow team-mates Warren Doyle and Tony Davis to overtake their opponents.

It was a master stroke thus allowing the Australians to fill all three places.

Vinnicombe claimed the 200 metre rule had not applied previously, but carnival commissaire and World Series director Frank Bates claimed that as a consequence of the 200 metre Newcastle Velodrome he had advised the riders that they must ride a straight line over the last lap.

On hearing this announcement Vinnicombe packed his bags and left the Velodrome.

Doyle, who had been the best performed Australian throughout the series to that time, maintained his unbeaten record in Keirins on the track as he was moved to first placing after the disqualification of Vinnicombe.

Earlier in the night, Doyle won the Derby final from Trinidad rider Gene Samuel and Rest of the World captain Steve Paulding.

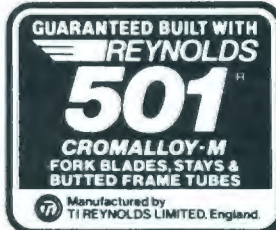
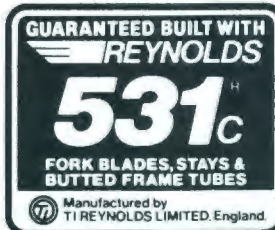
The Keirin, an event devised for betting in Japan, is normally a controlled

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Reynolds - a race apart



Holland's Mario Van Baarle proved to be a tough cyclist. He is seen here winding up prior to charging off the bank at Chandler into the Flying 500 metre Time Trial event. He stopped the clock at 30.08 to win the event.

event in amateur competition, unrestricted it is an enormous spectacle and feelings reached boiling point in the third heat when Australian David Spessott was disqualified from second place for causing interference to Samuel, who lodged a protest after the event.

Mario Van Baarle, a prolific winner of races in his native Holland, racing with a broken bone in his ankle, showed tremendous courage to finish third in the last heat of the Keirin, but left the track after the race in a distressed state and withdrew from the Keirin final.

Earlier, a change in the Australian combination saw it take the Italian Pursuit from the Rest of the World for the first time in nine nights.

David Spessott gained valuable points for Australia when he won the Sprint Round Robin, but the World team equalised when Dutch team mates Van Baarle and Bob Rassenberg combined brilliantly on the small track to annihilate the Australian team of Craig Chapman and Mark Victor in the Madison Pursuit.

Chapman, to the delight of a large partisan crowd used his local knowledge to lead a field of International riders for the final 1000 metres to win the 10km Scratch race, the final race on the program.

The win helped Australia to a 12 point lead going in to the final series wrap up at Sydney.

But the shock was yet to come.

Reacting to a protest lodged by Graham Seers, acting for an absent Martin Vinnicombe on behalf of the Australian team, an appeal committee comprising chief Commissaire Frank Bates, series director Phil Bates and Rest of the World captain Stephen Paulding met to decide the issue. Vinnicombe did not attend. Incensed by the earlier decision he was already on his way to Sydney.

After viewing a television film of the race the appeal was dismissed and the

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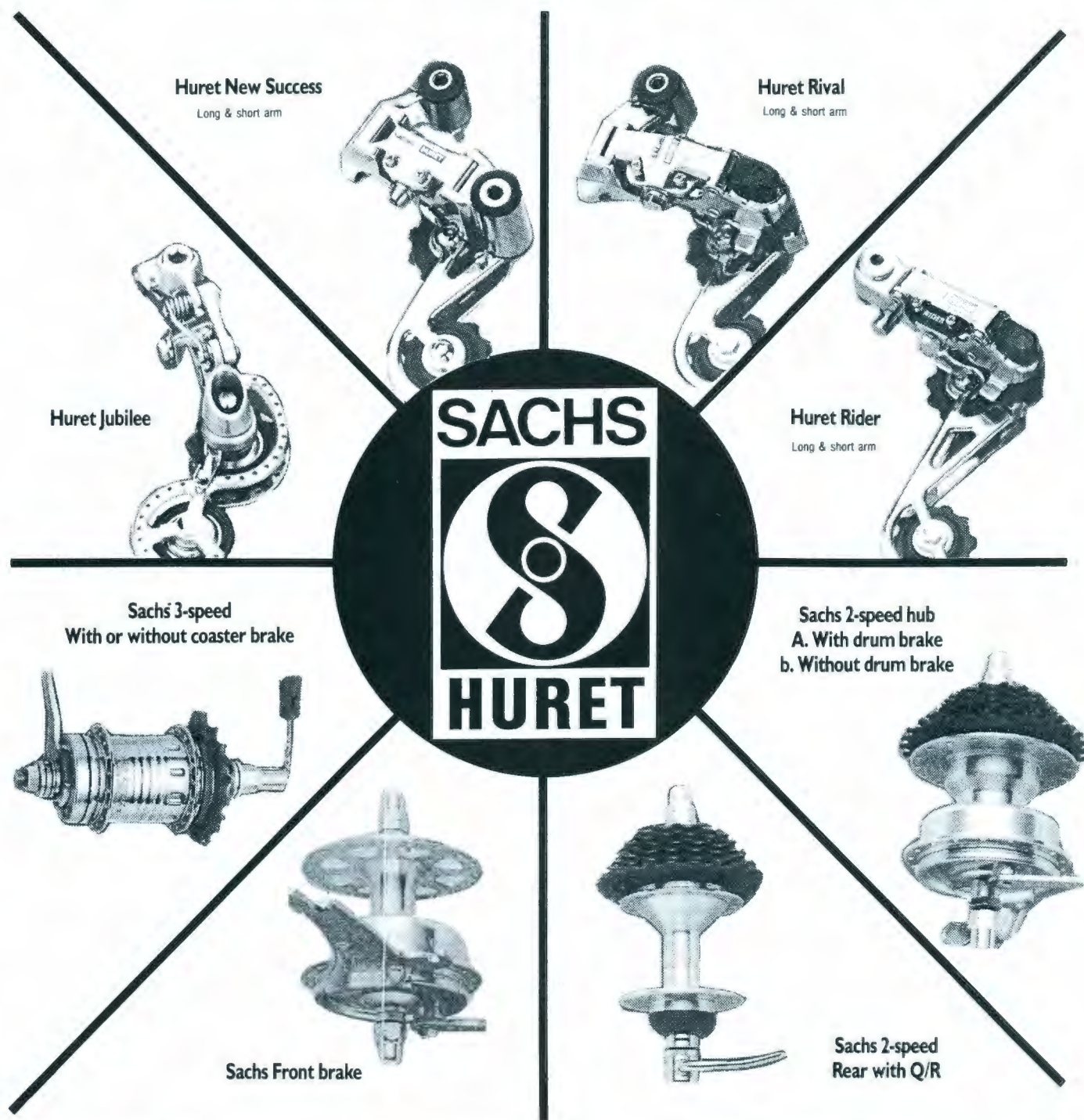
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Australian lead was now a meagre six points.

Speculation was rife after the Newcastle debacle. Would Vinnicombe show in Sydney. He did and with a vengeance to lead the Australians to a 14 point win. In a superbly contested final, before an excited crowd exceeded only in the Golden Era of Australian cycling Warren Doyle, 20 of Penrith NSW, showed his versatility by conclusively winning the fixture opening Bicentennial Derby final from Silvio Boarin and Steve Paulding.

The Two-Man Madison Pursuit went to the Dutch pair of Van Baarle Bob Rassenberg who defeated Mark Victor and Craig Chapman. This new event was proving a winner wherever it was presented. A flying lap (333 metres was won by Martin Vinnicombe (19.09) from Silvio Boarin (19.80). The Japan Air Lines Sprint Challenge was brilliantly won by David Spessott from Queensland's Gary Madigan and Scotland's British Triple Crown champion Eddie Alexander.

Australia's Martin Vinnicombe, Stephen Brooks, Gary Madigan and Tony Davis won the Italian pursuit from the Rest of the World's Steve Paulding (Wales), Eddie Alexander (Scotland), Silvio Boarin (Italy) and Gene Samuel (Trinidad), after Vinnicombe brought them back from certain defeat. It was a spine tingling finish to a remarkable bike race.

Finally, the Deluxe Coachlines 10km Scratch race went to Victoria's Darren King from New Zealand's Gary Anderson and Warren Doyle giving Australia a staggering 14 point lead and a series win (394 to 372).

The series set new standards of excellence. Team music, interviews and placement ceremonies replaced the endless boredom of handicap racing. The competition provided by the 18 meetings was matched only by the Bates brothers' superb organisation and hopefully their event will offer a much needed model for others to follow.

Gary Anderson, New Zealand pursuit and time trial champion, scores for the Rest of the World team with a powerful victory in the Italian Pursuit round at Chandler. Photo: Frank Walsh.



The Australian Ansett International Italian Pursuit Team - Graham "The Mighty Atom" Sears exerts every neutron of energy in his one lap attempt to propel his team to victory. He leads Michael Kerr, Mark Victor, Gary Madigan and Martin Vinnicombe on Chandler Velodrome. Photo: Frank Walsh.



COUNTDOWN TO SEOUL The 1988 National Track Titles

by JOHN DRUMMOND and
FRANK WALSH

FOR THE FIRST time in 25 years the track titles were moved out of the metropolitan area. Any doubts the skeptics may have harboured were removed on the first night when, before a large and appreciative audience, one Australian record was broken and unofficial records were established in three other events.

The racing got under way with the Juvenile Time Trial in which Victoria's Shane Kelly bettered the 1987 time set by David Bink of NSW by 44 seconds. Kelly's time for the 500m was 34.65 with Queensland's Danny Day 34.96 second, and Brad Harris (VIC) and Alex Kirk (QLD) 36.22 equal third.

The juvenile's times gave an indication that the track was exceptionally fast due to the warm and dry conditions. This opinion was confirmed when Julie Speight (NSW) won the women's 10km Scratch championship 5.37 seconds faster than the 1987 winner, Karyn Moody (VIC) who took second this year with Linda Orrow (QLD) third.

The men's senior 20 kilo title is usually a gem on the opening nights programme, but this time the only sparkle was Bendigo's Australian Institute of Sports star Robert Burns. He vanquished the class field by an aggressive approach that finished with him clearing out to lead the field home over the last four laps, and shave a huge 34.21 off Darren King's 1977 time in Brisbane. Clearly it was further evidence, if needed, that if the dry conditions continued it would be a record setting championship carnival.

Burns time of 23:08.35 set a new Australian record awaiting ratification with Gary Madigan (QLD) winning the bunch sprint for second place from Shane Holmes of South Australia. The time was not surprising in the conditions and the pace matching the hot weather, so much so that only 14 riders were still in contention with 7 laps remaining.

Jason Pearce of South Australia illustrated that he was a force to be reckoned with during the championship carnival by a controlled performance of speed and stamina in the Junior 30km Point Score championship with a total of 43 points. Pearce won the title from West Australian junior star Matthew Poyner, who shared the glory by winning the final double points sprint to total 37

The first title winner was Victorian Shane Kelly in the Juvenile Time Trial. Shane also won the Juvenile Sprint Title. Photo: Jim Forde.

points. Mark Kingsland a N.S.W. Junior with an Australian Institute of Sport scholarship was third with 29 points.

The running of the Senior and Junior 1000m Time Trial Championships of Australia was an auspicious occasion having Martin Vinnecombe, the current World Champion compete in an Australian Time Trial for the first time.

In the balmy conditions Vinnecombe was expected to lower his existing National record time of 1:4.77. To do so he would need to pedal in excess of 70 kph. However, this is an Olympic year and it would be bad timing for a World Champion to be at his peak at this stage of his preparation if he is to win Gold at Seoul in September.

Accordingly Martin only did enough to retain his title with a 1:06.14 from South Australian AIS scholarship holders Wayne McCarney (1:06.62) and Queenslander Scott McGrory (1:17.78).

Jamie Rennie, a youngster from South Australia won Gold in Junior grade with a 1:08.731 from Clinton Clark of Inverell NSW (1:08.87). The bronze medal was won by Nathan Page of Queensland in 1:09.27.

Julie Speight won her second gold medal of the series when she outclassed Queensland's Lesa Oliver in the women's sprint winning in straight heats. AIS scholarship holder Jenny Allbrecht defeated Jodi Millar (SA) in similar fashion for bronze.

Shane Kelly of Victoria, defeated Danny Day (QLD) for gold in the final of the Juvenile sprint in two heats, Mark Neiwand was too fast for Ashley Malcolm in the race off for third place.

Few present will ever forget the drama on the evening of day five when a new champion emerged. Tony Davis was all heart as he stamped on the pedals to depose the pursuit incumbent Dean Woods. The impossible had happened. It was an amazing performance of stamina and speed which left the large crowd stunned and silent. When the announcement came that the gallant West Australian had ridden the 4000m distance 1.25 secs faster than the existing outside world record time.

When the magnitude of the performance registered on the crowd a huge crescendo of noise broke the silence. Davis' winning time was 4 min 36.57 sec, 2.34 sec faster than Woods.

In the qualifying round Woods set a new unofficial National time for the distance at 4:37.94 which was only 12/100ths of a second outside the world best.

However, neither time can be recognised as a world best because they did



Hail the new Champ of Pursuit! Tony Davis

not meet UCI criteria. Nevertheless the times continued the trend toward equaling world standards in Australian Amateur track racing.

The semi finalists were Commonwealth Games Champion and world championship place getter Dean Woods of Wangaratta, Victoria, Tony Davis, Bruce Keech of NSW and Shaun O'Brien of Shepparton. The semi final resolved as a Woods versus Davis, with Keech to race O'Brien for third and fourth.



Simon Kerston warming up to racing in the winning NSW pursuit team.

Woods began his quest for retention of his title in typical fashion, setting up an early lead which he held until four laps to the finish.

Davis refused to surrender and held his position of four lengths down in eighth lap, was level with tow to go and was riding away at bell lap.

Woods was gallant in defeat saying, "I was beaten by a better rider on the night." Earlier Keech had defeated O'Brien in a close contest for the bronze pursuit medal.



Kathy Watt of Victoria who was selected to represent Australia at the forthcoming World Titles. Kathy seems destined for a big future in Australian women's cycling.

In the junior 3000m pursuit final Mark Kingsland, the AIS based New South Wales star had to dig deep into his reserves to win the title from Queensland's Nathan Page. His winning time of 3:31.55 was yet another unofficial Australian record.

The bronze medal was won by Darren Winter of South Australia who defeated Peter Coulson (NSW).

Gary Madigan threw down the gauntlet to sixth rated world best sprinter Gary Neiwand in the Australian Sprint championship. Lutz Hesslich, the current world champion has openly stated that if anyone beats him for Gold in Seoul Olympics later this year it would be Neiwand.

Nevertheless the brilliant Madigan considered he had a chance, and with it a possible trip to Seoul as Australia's sprint representative. But the internationally experienced Neiwand took up the gauntlet and easily disposed of the confident Madigan. The Queenslander took the first heat – but only after two tribunal sittings.

Neiwand kept his opponent high on the track into the final bend of the first sprint and crossed first in a time of 12.79 seconds. Madigan's protest over interference was dismissed but his subsequent appeal was upheld, putting the Aussie Olympic threat to Hesslich's crown one heat down in the best of three encounters.

It was just what Neiwand needed to perform. And perform he did! He levelled the series with a brilliant tactical ride and rode Madigan's challenge off in the finishing straight.

The deciding heat saw Neiwand go for the jugular before the 200m mark with

devastating speed, leaving the gallant Madigan trailing in his wake and conceding by lifting his hand off the bar to applaud a great champion. It was an awesome display of power.

A greatly improved David Dew took out the bronze medal by defeating the reigning champion and A.I.S. scholarship holder Cary Hall.

Western Australian Chris Leybourne caused a minor upset in the junior sprint title with a straight heats win over Victorian Dean Taylor. The bronze medal was won by another West Australian Fergal Kihinan who came from behind to score a 2-1 win over Greg McFarlane (NSW).

It was a great, if somewhat subdued National Championship series, and the

folk of Shepparton kept coming back until the final Saturday night saw the Velodrome surrounds jam packed with patrons.

The racing on the final night opened with the ride off for third and fourth in the Junior pursuit when Victoria won a close decision over Western Australia. Then South Australian's Jason Pearce, Brett Aitken, Damian Baynes and Darren Winter took out the title from NSW in 4:32.34.

Queensland easily defeated Victoria for the bronze in the ride off for third and fourth in the senior category pursuit. Followed the ride of the teams pursuits when NSW Steve McGlede, Bruce Keech, Michael Aisbitt and Brett Dut-

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ton thrashed themselves to victory from South Australia's Dean Woods, Wayne McCarney, Patrick Marcucci and Shane Holmes in a pursuit that ranked with the best, with neither team giving any ground throughout the 12 laps till South Australia was forced to concede in the final 100 metres.

The architect of the win was strongman, NSW coach Alex Fulcher, who was reduced to tears by emotion, for his men had ridden the best time (4:26.46) ever in the long history of the Teams Pursuit. It said volumes for Australia's chances in defense of its Olympic pursuit title in Seoul.

Promising Queensland juvenile, Danny Day eventually struck gold at the

championships. Day had to play bridesmaid to Victorian Shane Kelly for most of the series. But on the final day he added a gold to his two silver medals when he won the 5km scratch race. Silver went to another promising youngster in Novacastrian Ashley Malcolm and the bronze medal was won by Alex Kirk of Queensland.

Victorian Kathy Watt proved her class when she annihilated Jody Millar of South Australia in the final of the 3000m women's individual pursuit. The victory was expected as the bright young endurance star, trained by Victoria's leading coach Hilton Clarke, had twice gone under Jacqui Uttien's national record on

her way to the final. The bronze medal went to West Australia's Suzanne Harbey.

Everyone was aware by that final evening that the times had been consistently quick. But Jason Pearce of South Australia, had officials taking a double look at stop watches before confirming the winning time on the electric system in the Junior 10km scratch championship.

Jason won the title, his third of the series, in 12:00.28. This was 1:04.51 faster than Steve McGlede's winning time at Chandler in the 1987 title. This equates to almost a kilometre quicker, proof that Jason is no slouch. Clint Clark (NSW) won the silver medal and Alex Kirk (QLD) the bronze.

The defeat of the South Australian pursuit team by New South Wales in record shattering time would have complicated the positions of several riders in the thinking of the Australian selectors on the composition of the Seoul Olympic Team. But none more so than the Australian Institute of Sport based Wayne McCarney.

Other than a great ride in the Kilometre Time Trial championship Wayne had not done enough, and the Teams Pursuit defeat probably had left him vulnerable in the minds of the Australian selectors. The points championship left him with a last chance to rectify the position.

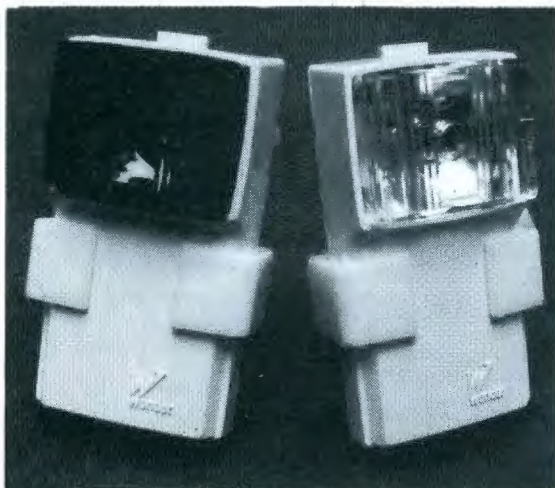
And rectify it he did. McCarney never allowed any of his opponents to control the race. McCarney rode an intelligent and calculating race to emerge the winner on 58 points from Brett Dutton (NSW) 43 pts, and Robert Burns (AIS) also with 43 points. Thus Wayne McCarney eased the task of the selectors and ensured his seat on the plane for Seoul.

Michael Aisbitt a member of the NSW record shattering pursuit team. Photo: Jim Forde.



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Letters to the Editor

Keep it touring

In the past few editions I have noticed a format change, namely the inclusion of the competitive side of cycling. It seems to be getting away from the touring and recreational aspect that the magazine is all about. I as a touring cyclist feel it is to the detriment of what is an excellent magazine without the inclusion of racing reports. There are enough magazines on the bookshelves to cater for the racing cyclist. What do other readers think?

Although I have only subscribed to *Freewheeling* since 1983 I have all the back issues except two. As a touring cyclist I have ridden around Australia, down the Birdsville track to Oodnadatta and then in the Simpson Desert Cycle Challenge, to name a few of my trips. I have always looked forward to receiving my copy of the magazine. It is without doubt the best touring and recreational magazine on the market and I would like to see it stay that way.

James Taylor
Urunga NSW 2455

When we began publication in the late seventies the Australian cycling scene was waking from a deep sleep. In those days people involved in the cycle trade thought we were crazy attempting to publish a magazine catering to the recreational side of bicycling. Nevertheless we persevered and in the process helped establish what is a very strong non competitive cycling scene. We have never intended to abandon those readers and still feel that the lure of the open road is still the heart of this publication.

It is often a problem that once you start something going it develops a life of its own. The cycling scene has certainly developed and with it so has Freewheeling. We like to think we are opinion leaders but we do our fair share of following. Most of all we try to reflect what is happening in the bicycling field and we do this to the best of our ability.

When we consciously broadened our coverage last year we did so to present to our readers a more complete picture of the cycling world. If it were economic to publish two hundred pages per issue it would probably be possible to satisfy the needs of each of our readers tastes each issue. But we are a small country (and cyclists who enjoy reading are a percentage of our small population) so we have to do what we can with the limited resources available to us.

In the past year we have had some favourable response from readers and some, like James Taylor, who are not so pleased. All we can say to our recrea-

tional readers is that we certainly have not abandoned you nor do we intend to in the future. We hope that you don't abandon us as we have a lot more in store for you. - Ed.

Women between the Wars

I am currently doing some research on women cyclists between the wars, in particular Doreen Middleton of Essendon and Brunswick Cycling Clubs, and Valda Unthank, who lived in Korumburra. Both women raced with other women, but made their names by solo

rides between Adelaide and Melbourne in the mid 1930's.

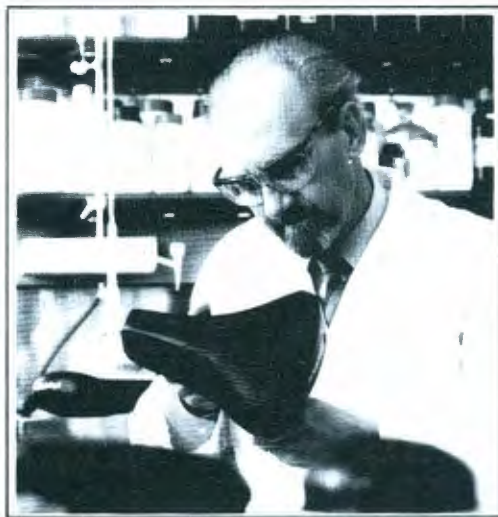
If any of your readers have any information about these riders, or about ladies cycling and cycling clubs between the wars anywhere in Australia, I would appreciate it if they would contact me at the Australian Gallery of Sport, PO Box 175, East Melbourne 3002, Telephone (03) 654 8922.

Rick Bouwman
Curator/Researcher
Australian Gallery of Sport.

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WHEEL BEARINGS

A maintenance and adjustment guide

by WARREN SALOMON

HAVE YOU ever been struggling along on your trusty treadly when some smart Alecs effortlessly swish past you on fancy lightweight road bikes? You may think that it is easy for them because they are riding lightweight machines. Often this is not the case; your wheel bearings may not be working properly.

As simple as it sounds one of the fundamentals of your bike's efficiency is rolling resistance. Narrow tyres with less contact to the road offer very low rolling resistance and enable you to travel faster with less effort. However, I am not discussing the outside of the wheel in this article; it's what happens in the hub that more than often produces the drag.

Poorly adjusted and maintained wheel bearings can greatly increase the rolling resistance of a bicycle.

Regular checks will save you effort and dollars

The best way to check your bearings is to take the wheels out of the frame. Holding one end of the axle in one hand, spin your wheel gently with the other. Then grab the other end of the axle with your free hand and notice how smoothly (or roughly) the axle spins. Does it spin quietly or does it make horrible grinding noises?

As the wheel spins tilt the axle back and forth. As you do this you will feel the gyroscopic effect that keeps you and your bicycle upright when both wheels are spinning.

A spinning wheel resists all attempts to turn it in a different direction. As the wheel spins faster this force can be immense. If you conduct your own experiment with your spinning wheel you will feel the enormous forces that act upon the hub and its bearings. Under these conditions it is vital that your bearings be accurately adjusted.

Hub types

There are two main types of wheel bearings fitted to bicycles manufactured in the mid to late 1980's: adjustable cone/loose ball types and cartridge sealed bearing types.

The former also includes a very common type of hub often labeled "sealed". In addition to the usual adjustable cones and loose ball bearings this type of hub usually has plastic or neoprene seals on



the outside of the bearing housing to prevent grit from intruding.

The cartridge sealed bearing is a special type which is non adjustable and needs specialist knowledge and workshop tools to remove and replace when worn. This type of hub is not covered in this article. If your bike has cartridge sealed bearing hubs you should consult your bicycle dealer if it is not working smoothly.

For experienced home mechanics the best source of technical information on sealed bearings is *Sutherland's Handbook for Bicycle Mechanics*. This manual is one of the best technical books on bicycle mechanics and has extensive information on internal geared hubs (also not discussed in this article). You will have to order *Sutherland's* from your specialist bicycle retailer; they are very expensive so they are not usually retailed.

Bearing adjustment

Most front hubs use ten 3/16 inch diameter balls per side and virtually all rear hubs use nine 1/4 inch balls per side. Captive or caged bearings are never used in wheel hubs as they are in bottom brackets as the hub needs to operate at much higher speeds.

If your bearings are too tight you will feel a resistance or grab as you twist the axle in your fingers. If the bearings are loose you will be able to feel some movement when you jiggle the axle from side to side. These tests are done with a stationary wheel and it is easiest if you can grip each end of the axle with the fingers of each hand.

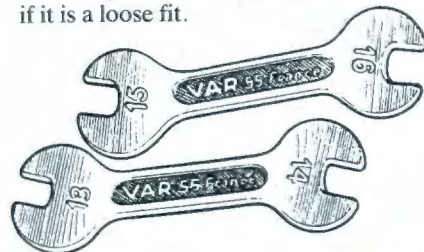
The object of good wheel bearing adjustment is to end up with the axle moving smoothly and with no noticeable resistance or wobble. It is not as easy to do this as you think and takes persistence and practice to set your bearings "just right". Heres how:

Firstly you should set up a clean work area and gather the tools needed. If you are completely overhauling your bear-

Tightening a cone and lock nut on a front axle. I prefer to bring the cone spanners together when tightening and push them apart (with the spanners almost opposite) when loosening off.

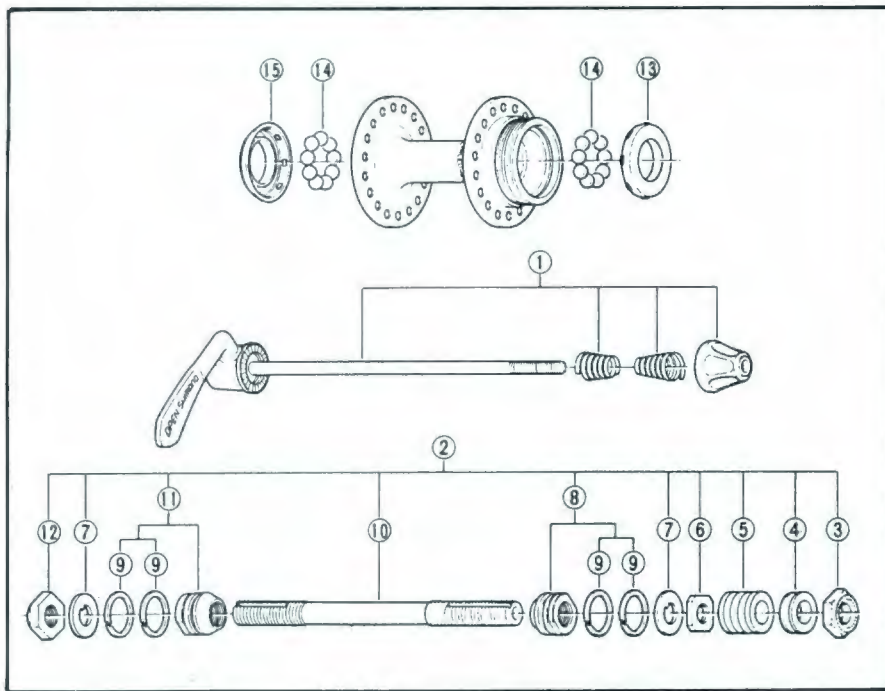
ings (as described later) you may have ball bearings falling accidentally all over the floor. To be safe you should lay some form of cloth floor covering underneath your work space. That way you will catch any that drop.

You will need a set of cone spanners and an open ended spanner. Check for the correct size before you start as there is no standard size. For example: most front wheel cones take a 13 mm spanner on solid axle hubs and sometimes up to 15 mm on quick release. Front wheel lock nuts can be 13 mm through to 17 mm. Confused? The best bet is to have a set of universal cone spanners on hand. These are usually sold in pairs in 13/14 and 15/16 combinations (sometimes 17/18 for odd sized cones). It is important that the cone spanner is a good fit as you can easily wreck the spanner and the nut if it is a loose fit.



Cone spanners have to be thinner than conventional type open ended spanners so normal width spanners can be used only to tighten the outermost locknut. Often it is best to use a combination of the two types of spanner as the thin cone spanners work better as a 'holding' tool rather than as a 'tightening' tool.

You only need to work on one cone and lock nut – as long as the other set is tight. On a rear wheel it is easiest to work on the side opposite the freewheel. That way you should not have to remove the freewheel from the



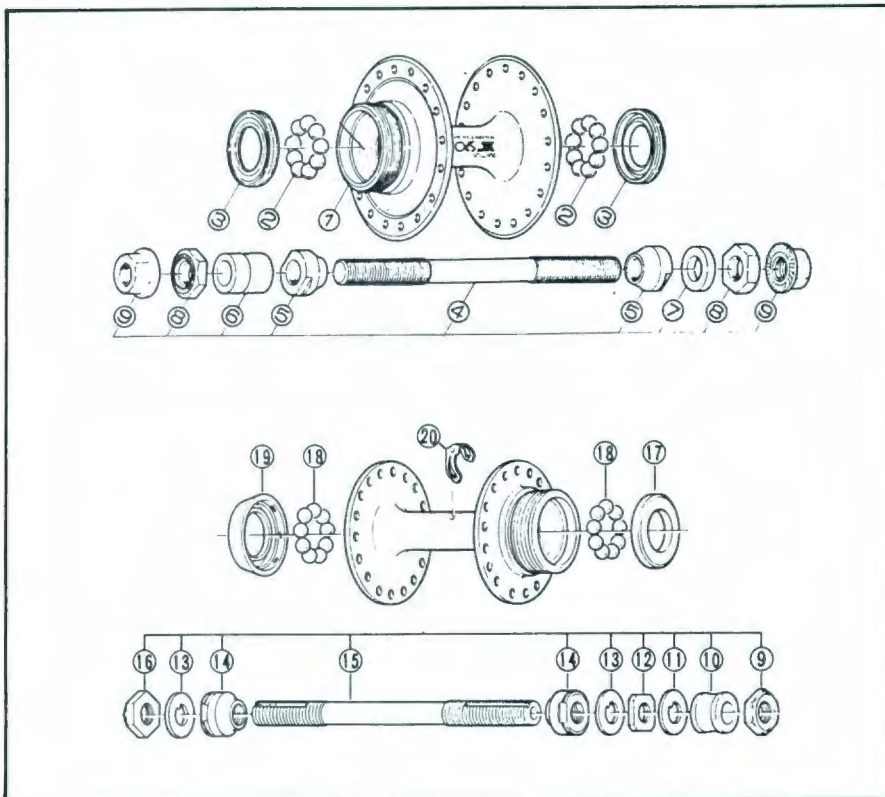
hub unless you are completely overhauling the bearings.

To loosen off the cone slide the cone spanner into the slot on the cone. With the open ended spanner (or cone spanner if the thicker open ended spanner will not fit) fitted to the lock nut, turn it counter clockwise while applying pressure to the spanner on the cone.

I prefer to work with the wheel on the ground and the spanners set so that I am pushing down on both and away from each other to avoid skinned knuckles. Use the right hand rule* to confirm the correct direction of rotation for the spanners. Remember that it's the lock nut which is being tightened or loosened – the cone spanner's job is to hold the cone steady.

Once the lock nut has been untightened you can adjust the cone before

State of the art sealed adjustable hubs. This Shimano New 600 EX hub has double sealing rings (9) on each side which run inside specially designed dust covers (13)&(15).

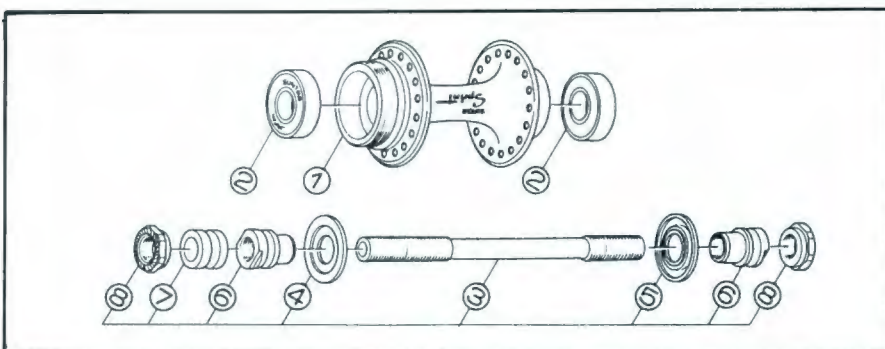


*** The Right Hand Rule for right-hand threads works like this:** Curl the fingers of your right hand around the imaginary extension of the wheel axle with your thumb pointing in the direction you want to move the locknut. If you want to loosen the thumb points out; if you want to tighten the thumb points in. Your fingers will then curl around the axle in the same direction you will need to turn the lock nut.

The spanner on the cone will act against this turning force so move it in the opposite direction. You can set the spanners like scissors to move together or apart when tightening or loosening so work with the most comfortable arrangement.

I prefer to draw the spanners together when tightening and push them apart when loosening.

◀ **Two conventional rear hubs – top: SunTour XC Sport mountain bike hub; bottom: the Shimano HB-R105** has no seals and is quick and easy to adjust and maintain. On the road hub (bottom) the dust covers (17)&(19) press into the hub body. The axle assembly consists of: cones (14); keyed washers (13)&(11) (to prevent the cones from turning when the lock nuts are tightened); freewheel-side locknut (12); and main outer lock nuts (9)&(16). The mountain bike solid axle hub (top) has no keyed washers just spacers (6)&(7) and nuts (9) instead of a hollow axle and a quick release skewer.



◀ **This exploded view of a SunTour Sprint rear hub** shows the cartridge bearings captive in the hub shell. This type of hub is easily serviced as the sleeve nuts (6) screw into the bearings and are easily removed without the need for specialist tools. The lock nuts (12) clamp the sleeve nuts on the axle.

retightening. Many axles have a groove or key way cut down their length. Where this type of axle is used you will usually find special keyed washers inserted between the cone and the locknut. The idea of the keyed washer is to prevent the cone from turning on the axle when the turning force of the locknut is applied during the tightening process.

It sounds like a good idea but it doesn't often work that way unless the key way and the keyed washer are machined to an exact fit. Usually the washer is a sloppy fit and will still turn enough to throw out adjustment.

This then is the problem which has to be overcome if accurate adjustment is to be achieved: the cone will want to turn

on the axle (ever so slightly) with the locknut and tighten the bearings.

Workshop mechanics overcome this by clamping the axle on the opposite side of the hub into a vise. Then, maintaining a rock steady position on the cone spanner, they tighten the lock nut down on to it. Thus the cone is held properly in position on the axle during the tightening process. Special vise jaws have to be used so that the axle thread is not damaged.

Another way around the turning cone problem is compensate for this movement by slackening off the cone a fraction before the lock nut is tightened onto it. In any case you will need to persevere testing for 'just right' adjustment

each time by rotating the axle between your thumb and fore finger.

Overhauling bearings

On inspection if your bearings feel loose or uneven (they grab in only one position) or gritty then they probably need a complete overhaul. Wheel bearings should be inspected at least once a month (more for mountain bikes ridden in the mud) and overhauled at least once or twice a year depending on bike use.

Cones and ball bearings can be easily replaced when worn but the hub bearing surfaces are part of the hub and can't be replaced without major wheel rebuilding or replacement. Regular inspection and overhaul is the best form of insurance against costly wheel or hub replacement.

For a complete overhaul you will need to remove the freewheel so that you can get into the bearing chamber on the right side of the hub. Don't remove the right side cone assembly just slide the axle out in that direction after removing the left side set. Then you should fish out the bearings and the residual grease with a non metallic probe.

Avoid removing the dust caps from the hubs as it is often difficult to replace these accurately. Wipe the inside of the bearing chamber clean with a rag wrapped around your finger or a thin wooden stick.

Check the hub bearing surface for uneven wear. If there is pitting (small wear holes in the bearing surface) then your hub life is limited and the best thing you can do to put off the inevitable replacement is to regularly overhaul the hub and each time replace the ball bearings.

Clean the cones, axle and balls and inspect for wear. Replace any ball bearings which are not shiny or are pitted. Cone replacement must be exact. If you can not match the type you have already another type may not do.

Begin the reassembly process by smearing enough grease in both bearing chambers to hold the balls in place. After fitting the RH balls slide the axle through the hub. First make sure the cone is tightened on the axle.

The LH balls can then be placed into the hub with the axle just poking into the bearing chamber to guide the balls into place. The LH cone assembly can then be refitted and tightened on the axle.

Avoid using too much grease as this will decrease your sensitivity when testing for a 'just right' bearing adjustment or result in bad adjustment.

When you place the wheel back in the bike test again for correct adjustment. Often the skewer compression on quick release hubs will affect cone adjustment and this final check will ensure the best results on the road.

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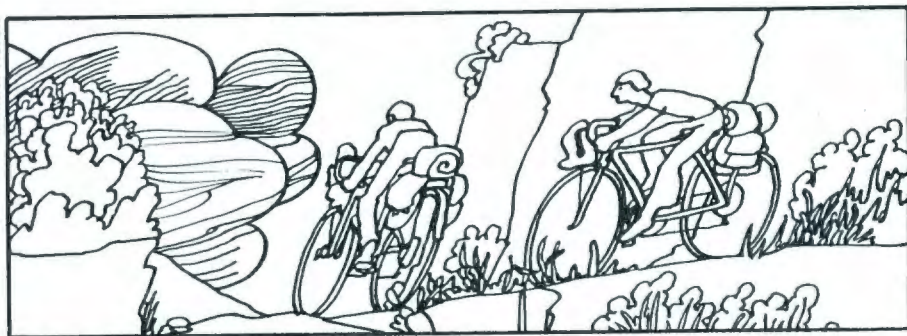
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IDIOT WIND

Raging against the bicyclist's worst enemy.

by MARK JENKINS

TO vent my malevolent feelings, and relieve saddle soreness, I've taken refuge from the tempest in this dilapidated post office. The dirty little fellow behind the counter only speaks Arabic. Dust and sand hiss beneath the skewed door and through a broken window. Outside are screams – guttural shouts – the incessant bellowing of buses, chickens cackling, thick leather whips snapping, hoarse honks from cart-pulling mules. A typical cacophony swirling up amidst pyramids of oranges, tables of bloody goats' heads; North Africa at its most elemental. But I've not taken this respite to detail another world. No, that which ails me is as ubiquitous as the stars.

Every cyclist, especially every long-distance tourer, knows it like they know their own heart, perhaps better. It's inscrutable and amorphous, damnably frustrating and can drive an otherwise normal person mad. Quite probably it is the only thing that could make you want to strangle a perfectly innocent passing motorist for waving. It is that which can turn any ordinary tour into an ordeal.

I can hear the red Post Office flag flapping violently as if it were a chained bird struggling to escape. A song's blowing through my head. It's been there for two days, ever since we hit this mean headwind; ever since we began pedaling for Casablanca. It's an old, great song:

*Idiot wind,
blowing like a circle around my skull,
from the Grand Coulee Dam to the capital.*

Idiot wind!

I don't know if Bob Dylan ever traveled by bicycle, but in the midst of a maelstrom, when the sky flies horizontal and I'm in my lowest gear and going nowhere, I sing this song. I shout it,

scream it. I hurl it out even when the words are sucked away and torn to pieces.

In cycling, any wind is a headwind. Not a universal maxim you say? Maybe... But a true tail wind is as infrequent as a full moon, and twice as beautiful.

Wind is the cyclist's implacable adversary. An enemy you cannot circumvent; a foe you must battle if you bicycle any great distance. On every tour I've taken, this idiot wind has been there somewhere; lurking, waiting and laughing.

Once we raced entirely across Nebraska without so much as a whimper. Then, the moment we turned north, there it was: a gale so strong on the down side of an overpass, going downhill into the wind, we were stopped dead, motionless. The wind defied gravity. In the narrow streets of Chengdu where you'd think the buildings would block it, wind like an invisible boxer threatened to bash me into the tree lined curb.

For four consecutive days, without stopping, a rabid dog of a wind howled down the Loire Valley while three of us slowly, painfully slowly, pedaled upstream. I once simply fell off my bike on a high pass in the Drakensberg, knocked to the ground from fatigue and foul weather. There are other times less notable, but now, today, again, just trying to reach Casablanca, that idiot wind, every cyclist's merciless mistress.

I try to rationalize. Objectively: Wind is nothing more than a pressure differential caused by a temperature gradient like a Southerly Buster off Sydney; the Doctor off Fremantle; or a Foehn coming off the Arctic Circle; a mountain wind draining down a valley in the evening; a sea breeze, or its counterpart, a

land breeze. I'm only pedaling a little harder but going a little slower. Simple physics.

Never works though. Never feels objective. It's as if the wind that has pummeled me for the past two days and forced me to hole up in this cave-like post office has a personal vendetta. Anthropomorphizing. Childish. Well damn it, so be it. I've got sand in my teeth and the wind's howling so loudly I can't hear myself think.

This afternoon when we stopped for lunch on a perfect verdant plain, the wind stopped. We had unleavened bread and Moroccan sardines and oranges finer than any others found along the Mediterranean; and the second we mounted back up, so did the wind.

Rage. I get ridiculously angry. Shout. Yell. Shake my tiny fists at the inviolable force; sing at the top of my lungs till I'm breathless. Of course all to no avail. So I settle into the saddle, put my head down, look up only when I have to, and pump. The world around me roars, shouts back at me, sings shrilly. I just pump.

Yesterday, this went on for hours, then came the rain. Deep gray pellets slicing sideways. The highway metamorphosed into a black river flowing from the heart of Africa. It was as if I were desperately paddling up stream. The harder I pulled, the harder it pushed. The only sounds were those of the dark water highway rushing underneath and the wind shoving through.

Time melted, inky and fluid as the sky. Suddenly I rode off the road into my own head. The demon I thought was without, was within. Beckoning me. Breathing hot, saying, "You fool, you don't want to enter here, you won't like what's further down the dark river". Whispering sweet, seductive, like a serpent, telling me to: "Stop; give it up; go home". That idiot wind had circled my skull, found an opening and sucked inside like a stygian whirlpool.

All I could do to fight back, was pedal. The battle was within and my only weapon: wet, worn out legs. End-of-the-day-legs. Lead legs. But there was nothing for it, so I pedaled, pumped, pushed. Like every cyclist on every continent in every miserable, head-on downpour. I forced muscle against metal, minute after minute. No agreeing or denying, acquiescing or conquering. Just pedaling when the headwind and wind in my head thought I wouldn't. Pedaling when the demon within and the idiot wind without thought I'd give in. Blind pedaling. So simple, so difficult.

A mean gust just punched through these post office walls and splattered black grains of sand onto this page. Sun's going down and the saddle waits... *Idiot wind, it's a wonder that we still know how to breathe.*

Classifieds

TOUR MATES

TOUR MATES is a FREE service for readers wishing to find companions for bicycle trips and holidays. Entries are limited to thirty words and there is a charge of thirty cents per word for any long entries exceeding the limit. Payment (if applicable) must accompany your listing. Name, address and phone number should be attached for verification purposes.

PERTH - MELBOURNE Wanted, companion(s) for ride to Melbourne. Possibly train from Kalgoorlie to

Adelaide. Phone Alex Sanson at work (09) 380 2749 or at home (09) 386 3535.

SYDNEY - ADELAIDE American touring cyclist, age 38 seeks companions to Bicycle Australia in 88. Want to tour self contained from Sydney to Adelaide in October, riding 100 to 150 km per day with rest stops to explore the "Wonders Down Under". Contact: James R Arcate, 3289-A Manoa Rd, Honolulu HI 96822 USA.

CHINA Partner(s) wanted for one month tour in China for July 1988. Route and details determined jointly. Contact Joshua Arzt, 12 Marlborough St, N Caulfield 3161 VIC. Phone (03) 509 7584.

PERTH TO SYDNEY (Return possible). Wanted, companion for trip to Sydney (at least as far as Port Augusta). Contact Mike Madlener, 13 Hawter Rd, Glen Forrest 6071 WA. Phone (09) 298 8922.

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THE WORLD We are a family of three seeking the company of a couple prepared to join us on a world cycle tour with no time limit. As we are Australian and experienced cyclists with half of Australia to our credit including the Nullarbor, it is preferable that the couple be experienced cyclists as well. Our anticipated departure date is October 1988. If you are sincerely interested please write to us including a photograph: Mr & Mrs J Green c/- Post Office, Emerald QLD 4720.

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BICYCLE HIRE SYDNEY. Inner City Cycles hires ten-speed touring bikes, mountain bikes, racks pannier bags, high security locks and lights. Contact ICC 31 Glebe Pt Rd Glebe NSW 2037 (02) 660 6605.

TRAVEL & TOURS

BICYCLE TOUR SERVICES provides rentals, itineraries, accommodation and tours. Box 11-296, Auckland, New Zealand. Phone: 591 961. Telex NZ61208 "PWAKLTD". Fax 594 957.

BICYCLE AUSTRALIA IN 1988 The national bicycle tour celebrating the first century of bicycle touring in Australia. 10,838 kilometres from Cape York to Perth along the Around Australia Bicycle Route. Join in for all or part of the ride. Write to Bicycle Australia PO Box 1047 Campbelltown NSW 2560

TOUR NORTH AMERICA! Bikecentennial, America's bicycle travel association, offers the greatest selection available. Choose from Rocky Mountain off-road adventures or country inn tours in Vermont. Camp along the West Coast or join an expedition to Alaska. Our 14th year of 90-day Trans America tours; we still feature small groups and carefully researched routes. FREE CATALOGUE. Bikecentennial, PO Box 8308-V2, Missoula, MT 59807, USA. Phone (406) 721 1776.

BOGONG JACK ADVENTURES.

Cycling holidays in North-East Victoria visiting National Trust gold towns, Rutherglen and Milawa wineries, Ned Kelly Country, historic hotels and fine restaurant dining. PO Box 221 Oxley VIC 3678. Telephone (057) 27 3382.

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TAILWINDS

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AUSTRALIA'S BEST bicycle rides. Australia's national bicycle touring association provides rides from three days to a week or longer. Vehicle supported and self contained tours. Small groups, experienced support crew. Send for your brochure. Bicycle Australia PO Box 1047 Campbelltown NSW 2560 (046)27 2186.

ACCOMMODATION

WOULD YOU like to meet other bicycle tourists when you tour? If so, join the Cyclists' Accommodation Directory. This is a list of cyclists who are prepared to exchange simple hospitality in their home for similar hospitality in other cyclists' homes. Write to Bicycle Australia, PO Box 1047 Campbelltown NSW 2186 giving your name, address phone and your location, eg 10 km NE Ballarat PO. A donation to cover postage and photocopying would also be appreciated.

MAIL ORDER

SEND FOR your mail order catalogue now! Bicycle Australia stocks a wide range of bicycle books from Australia and overseas and an ever increasing range of touring guides of Australia and New Zealand. Write to Bicycle Australia PO Box 1047 Campbelltown NSW 2560 for your catalogue enclosing \$2.00 which will be refunded on your first order.

WANTED

ANCIENT BICYCLES, parts and memorabilia for restoration and preservation.
Contact Paul Farren (03) 241 4453.

FREEWHEELING CLASSIFIEDS are seen by over 15,000 readers across the country. Rates for 1988 are: \$15.00 per 30 words or one column centimetre. Additional wording costs 50 cents per word. Multiple insertion discounts: Six insertions - fifteen percent; three insertions - ten percent. Display classifieds rates: \$15.00 per column centimetre. Payment must accompany order. Send typed advertisement text (phone orders can not be accepted) to **FREEWHEELING CLASSIFIEDS**, PO Box K26, Haymarket NSW 2000.



Club secretaries, race directors and event organisers help us to publicise your event by sending details to us early. If you are planning a ride in the coming twelve month period you should send your notice to **Freewheeling National Bike Events Calendar** now. We publish advance notice of all bicycle events both competitive and non competitive but because of our publication lead-times we need your copy at least two months in advance. Send your copy to **PO Box K26 Haymarket NSW 2000** or phone it through on (02) 264 8544.

COMPETITIVE EVENTS

JUNE

Saturday 4 and Sunday 5 Spokesman Two Day Tour of Canberra
The ACT's number one sporting event organised by the Canberra Cycling Club. A to E grade Men, A and B grades Women. Contact Alistair Bestow (062) 832254 (w) (062) 88 5631 (h).

Sunday 19 Repco Cycles Mountain Bike Races at the Range Novice, Expert and Veteran (32 and older) classes racing a 2.5 km bush criterium.

Sign in at 9 am. All classes race one hour and two laps. Presentation and barbecue at 12 noon. \$10 entry fee. Prizes and free drinks after the race. Contact Jamie Hales (059) 649 229. Organised by the Fat Tyre Flyers Club - all welcome.

JULY

Sunday 17 Repco Cycles Mountain Bike Races at the Range Novice, Expert and Veteran (32 and older) classes racing a 2.5 km bush criterium. Sign in at 9 am. All classes race one hour and two laps. Presentation and barbecue at 12 noon. \$10 entry fee. Prizes and free drinks after the race. Contact Jamie Hales (059) 649 229. Organised by the Fat Tyre Flyers Club - all welcome.

OCTOBER

16 - 29. Commonwealth Bank Bicentennial Cycle Classic One hundred and twenty cyclists will ride between Brisbane and Melbourne via Sydney and Canberra on the world's biggest amateur cycling race. Watch this magazine for details, preview and colour coverage. Promoted by Ozwide Sports Promotions (02) 570 3855.



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CLUB CONTACTS

The Australian Cycling Federation and the state cycling federations will direct you to a club in your area if you want to get involved in bicycle road or track racing. Phone numbers and contacts for each state are: **NSW** Margaret Balmer (02) 241 1870; **VIC** Ruth Birznies (03) 328 4391; **QLD** Mike Victor (07) 390 1489; **WA** Mike Poyner (09) 384 4130; **SA** Jean Cook (08) 255 1639; **TAS** Stan Robbins (003) 31 2712; **NT** Shirley Davis (089) 208 798.

Riders wishing to take out a professional licence should contact the National Secretary of the Australian Professional Cycling Council, Reg Marriner, PO Box 329 Torquay VIC 3228 Phone (052) 61 4067.

NON COMPETITIVE EVENTS

JUNE - DECEMBER

Bicycle Australia in '88. Bicycle Australia's major rides programme for the Bicentennial year to celebrate the first century of cycling in this country. Riders may ride all or part of the 10,400 km route around the coast from Cape York to Perth. Contact Bicycle Australia for details on (046) 27 2186. Departure dates as follows: June 1 Cape York to Cairns, self contained 27 days; June 12 Cape York to Cairns, vehicle supported 27 days; July 1 Cairns to Rockhampton, self contained 20 days; July 12 Cairns to Rockhampton,

vehicle supported 20 days; July 22 Rockhampton to Brisbane, self contained 12 days; August 2 Rockhampton to Brisbane, vehicle supported 12 days; August 5 Brisbane to Sydney, self contained 19 days; August 16 Brisbane to Sydney vehicle supported 19 days; August 27 Sydney to Canberra, self contained 4 days; September 2 Canberra to Melbourne self contained 17 days; September 7 Sydney to Canberra, vehicle supported 4 days; September 13 Canberra to Melbourne, vehicle supported 17 days; September 21 Devonport-Hobart Loop, self contained 19 days; October 2 Devonport-Hobart Loop, vehicle supported 19 days; October 13 Melbourne to Adelaide, self contained 15 days; October 23 Melbourne to Adelaide, vehicle supported 15 days; October 29 Adelaide to Norseman, self contained 22 days; November 9 Adelaide to Norseman, vehicle supported 22 days; November 21 Norseman to Perth, self contained 18 days; December 2 Norseman to Perth, vehicle supported 18 days.

JUNE

Sunday 26. Michelin Century Ride. A 100 km ride among the Hawkesbury hills north of Hornsby. Prizes and surprises galore. Entry forms and info from the Bicycle Institute of NSW (02) 212 5628.

SEPTEMBER

Friday 9 - Sunday 11 Bike Expo 88. Bike Expo is back in Melbourne this year with all the latest in the bicycle world. Royal Exhibition Building, Melbourne - 10am to 9 pm daily (closes at 5 pm on Sunday). Fashion parades, prizes entertainment.

OCTOBER

Saturday 1 to Monday 3. The fifth Four Rivers Ride. Bicycle Australia's tour of the Hunter Valley region. Sag wagon for luggage, evening meals and breakfast provided and hall accommodation. Contact (046) 27 2186 for details.

Sunday 16 to Sunday 23. NSW bicycle Week. Full details from the Bicycle Institute: (02) 212 5628.

Sunday 16 Green Valley Twin Century. Sydney's longest running bicycle fitness event. Test your endurance or basic level of fitness on 50, 100, 160 and 200 km courses over mostly level terrain in the western suburbs. Contact the Bicycle Institute of NSW (02) 212 5628.

23 October. Sydney Spring Cycle. The Bicycle Institute's annual bicycle bash starts in the city and takes riders on a splendid run out to Parramatta Park via the Harbour Bridge and Lane Cove National Park. Entry fee. Services and full back up provided. Contact the Bicycle Institute (02) 212 5628.

Saturday 29 to Saturday November 12 Burston & Stokes Centenary Penny Farthing Ride Melbourne to Sydney. This ride of approximately 100 riders on vintage and veteran cycles will commemorate the epic ride via Gundagai, Bathurst and Katoomba. Entry is opened to riders with pre 1915 cycles or later special interest bikes. Organised by Bicycle Victoria and the Vintage Cycle Club of Victoria. Contact (03) 650 2334.

NOVEMBER

Sunday 20. The seventh annual Sydney to the 'Gong Bicycle Ride. Australia's big one-day fun and fitness ride between Sydney's Belmore Park and Belmore Basin in the City of Wollongong. 87 kilometres of well supported fun complete with entertainment. Entry forms from bike shops during September. See details elsewhere in this magazine.

Saturday 26 to Saturday 10 December. The Australian Bicentennial Caltex Bike Ride. This year to celebrate the Bicentenary cyclists will ride en masse from Melbourne to Sydney. Full support. Organised by the people who bring you the Caltex Bike Ride. Enquiries: (059) 78 6000.

DECEMBER

Saturday 3 to Sunday 11 Great Victorian Bike Ride A nine day cycling extravaganza from Swan Hill to Melbourne. Organisers take care of everything from entertainment to vehicles for your luggage. Camping, meals and full medical and mechanical support provided. Organised by Bicycle Victoria (Bicycle Institute of Vic.) Contact (03) 650 2334 for entry forms and prices.

CLUB CONTACTS

These clubs regularly run rides in their cities and welcome new comers. Some even publish touring calendars listing forthcoming rides. Contact them for details.

Armidale Community Cyclists (067) 72 8951. **Audax Australia** (03) 435 4437 (02) 608 1125. **Bathurst** Bicycle Touring Group (063) 31 9459. **Bicycle Australia** (046) 27 2186 (after 9pm). **Brisbane** Bicycle Touring Association (07) 369 9326. **Brisbane** Mountain Bike riders interested in forming a club should contact Mike or Kelli on (07) 359 1244. **Canberra** Pedal Power ACT (062) 49 7167. **Geelong** Bicycle Touring Club (052) 96 234. **Illawarra** Touring Cyclists' Club (042) 83 6524. **Melbourne** Bicycle Touring Club (03) 818 4011. **Melbourne eastern suburbs** - Knox Bicycle Touring Club (03) 754 4069. **Eastern** Bicycle Touring Club (03) 762 7928. **Victorian Pedal Clubs** provide fun and training in bike handling skills for children of bicycle riding age. Call for information on a club near you: (03) 337 6399. **Newcastle** Cycleways Movement (049) 46 8298. **Bicycle Institute of New South Wales** (02) 212 5628. **South Australian** Touring Cyclists Association (08) 272 6406 (08) 388 8331. **Sydney** region bicycling clubs can be contacted through the Bicycle Institute of NSW (02) 212 5628. **Tandem** Club of Australia (03) 241 4453. **Cycle Touring Association of West Australia** (09) 330 3659. **Darwin** Hufflers & Puffers (089) 81 2141. **Wagga** Bicycle Touring Group (069) 21 6787. **Vintage Cycle** Clubs **Vintage Cycle Club of Victoria** (03) 527 5759. **Southern Veterans** (Sydney Vintage Cycle Club) (02) 587 8017.

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